DRAFT ENVIRONMENTAL IMPACT REPORT

STONESTOWN VILLAGE

SAN FRANCISCO PLANNING DEPARTMENT

2000.1258E

STATE CLEARINGHOUSE NO. 2001102102

DRAFT EIR PUBLICATION DATE:
JANUARY 4, 2003

DRAFT EIR PUBLIC HEARING DATE:
FEBRUARY 13, 2003

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JANUARY 4 TO FEBRUARY 20, 2003

Written comments should be sent to:

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DATE: January 4, 2003

TO: Distribution List for the Stonestown Village Draft EIR

FROM: Paul Maltzer, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the Stonestown Village Project (Planning Department File No. 2000.1258E)

This is the Draft of the Environmental Impact Report (EIR) for the Stonestown Village project. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses" that will contain a summary of all relevant comments on this Draft EIR and our responses to those comments. It may also specify changes to this Draft EIR. Public agencies, and members of the public who testify at the hearing on the Draft EIR will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR together with the Summary of Comments and Responses document will be considered by the Planning Commission in an advertised public meeting and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final EIR. The Final EIR will add no new information to the combination of these two documents except to reproduce the certification resolution. It will simply provide the information in one document rather than two. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and the Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them. If you would like a copy of the Final EIR, therefore, please fill out and mail the postcard provided inside the back cover to the Major Environmental Analysis Office of the Planning Department within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.

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STONESTOWN VILLAGE

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

I. SUMMARY

A. PROJECT DESCRIPTION (p. 23)

The project site is located on approximately 13.7 acres of Assessor's Block 7295, on portions of Lots 21, 22 and 23, north and west of the Stonestown Galleria shopping center in San Francisco. The site is currently used as surface parking for the shopping center. The project sponsor, Pacific Acquisition Corporation, proposes a residential and neighborhood-serving retail development containing approximately 366,800 gross square feet (gsf). The residential component would include three five-story, 50-foot-tall apartment buildings, approximately 96,250 gsf, 71,400 gsf, and 62,350 gsf, respectively, with 202 subsurface parking spaces; and a two- to three-story, approximately 30-foot-tall senior care facility, totaling approximately 70,300 gsf, with 17 parking spaces. The apartment community would contain 202 units and the senior care facility would have 85 units. The proposed retail component would include development of a 27-foot-tall, 41,600-gsf grocery market, and construction of neighborhood-serving retail spaces, totaling approximately 24,900 gsf. The project would include construction of two parking garages and reconfiguration of two surface parking lots that would contain about 1,684 total commercial parking spaces to replace 1,500 existing commercial spaces displaced by project construction, and provide 184 net new parking spaces to serve the proposed retail uses. The project would also incorporate approximately 81,000 sq. ft. of open space and landscaping features, such as streetscape connections, landscaped walkways, interior courtyards, and open space.

The project would require the following approval actions, with acting bodies shown in italics:

- *Planning Commission* review of Sections 303 and 304 for an amendment to the existing Stonestown Galleria Planned Unit Development (PUD) to modify allowable residential density for the apartment community, and potentially to modify rear yard setback requirements for the senior care facility and apartment community.
- *Planning Commission* and *Board of Supervisors* action on an amendment to the Zoning Map height district to increase the height limit for the apartment community buildings from 40 feet to 50 feet.
- *Planning Commission* and the *Recreation and Park Commission* review of Planning Code Section 295 to review whether net new shadow on Rolph Nicol Park would be considered an adverse impact.

- *Planning Director and Department of Public Works* review of a Subdivision of Lot 22 into four separate lots and of a Lot Line Adjustment with Lot 23.

- *Department of Public Works* review to relocate an existing sewer line.

B. MAIN ENVIRONMENTAL EFFECTS

An application for environmental evaluation for the project was filed December 11, 2000. On the basis of an Initial Study published on October 20, 2001, the San Francisco Planning Department determined that an EIR was required. The Initial Study determined that the following effects of the project would either be insignificant or would be reduced to a less-than-significant level by mitigation measures included in the project and thus required no further analysis: population and housing, noise, construction air quality, wind, biology, public services and utilities, geology/topography, water, energy/natural resources, hazards, and historic/cultural resources. The Initial Study determined that the EIR would include the topics of transportation, air quality, and shadows; the topics of land use and visual quality/urban design would be included for informational purposes. After receiving comments on the Initial Study and holding a Public Scoping Meeting on February 13, 2002, the Environmental Review Officer issued a memo determining that the scope of the EIR would be expanded to discuss potential significant impacts in the areas of land use, visual quality and urban design, biology, hazards in soil and groundwater, and growth inducement.

ZONING CONSISTENCY AND LAND USE (p. 55)

The project site is in a C-2 (Community Business) zoning district. The C-2 District permits a basic floor area ratio (FAR) of 3.6 to 1. The project would conform to the FAR. The portion of the project site west of Buckingham Way is in a 40-X Height and Bulk District and the portion east of Buckingham Way is in a 65-D Height and Bulk District. The proposed 202-unit apartment community is proposed at 50 feet, and would not conform to the maximum allowable building height or residential density. The project would therefore require a Zoning Map height district amendment and Conditional Use authorization for an amendment to the existing Stonestown Galleria PUD for density. Because lot line boundaries for the proposed lots containing the apartment community and the senior care facility have yet to be reviewed by the Planning Department, it is not known at this time whether the buildings would conform to rear yard setback requirements or whether an amendment to the PUD for a lesser setback may be required.

The project site is within the Lakeshore geographic area of southwest San Francisco on the Stonestown Galleria property. In the vicinity is a mix of retail, office, public/institutional uses, low-density and high-rise residential, parks and open spaces, and parking. In the greater vicinity is a mix of residential, public parks, and schools and a university. Adjacent to the site are Rolph Nicol Park, St. Stephen Church, and the high-density Stonestown Apartments.

The proposed project would constitute a substantial physical change in land use from primarily surface parking to residential and retail uses with associated parking. The proposed apartments would be similar in use to the Stonestown Apartments to the south. The proposed market and neighborhood-serving retail would add retail space to the Stonestown Galleria. The proposed neighborhood-serving retail would be of lower intensity than the shopping mall.

The project would not create significant land use or zoning impacts because it would not disrupt or divide the physical arrangement of an established community nor have a substantial impact upon its existing character.

VISUAL QUALITY/URBAN DESIGN (p. 61)

The apartment community is framed against the backdrop of a forested area of pine and eucalyptus trees immediately to the west and north. The apartment community would have a central pedestrian walkway and plaza between the three buildings. At five stories, the 50-foot-tall apartment community would be somewhat taller than the predominantly two- to three-story residential buildings and the church in the immediate vicinity. Accordingly, to be compatible with the existing neighborhood scale, the project would apply a combination of architectural devices and surface materials to visually break up the building massing.

The design of the 30-foot-tall senior care facility is intended to relate to the adjacent St. Stephen Church. Accordingly, this building would employ characteristics of the Mission Style such as a clay tile roof and stucco exterior walls.

Adjoining the Galleria, the 27-foot-tall market would have an open-air market plaza to the south, immediately west of the new proposed entrance. The market would have a typical retail building layout scaled down using trellis elements, awnings, and lower cornice heights.

The design of the one-story, neighborhood-serving retail spaces is intended to create a retail environment similar to the nearby Lakeside Drive and West Portal neighborhoods. The buildings would have a stone-tile building base; above the base would be stucco walls with cornices.

Overall, these buildings are intended to have a neighborhood scale that relates to the pedestrian environment on Buckingham Way. Two existing buildings on the eastern edge of the site would be refurbished to appear similar to the adjacent neighborhood-serving retail space north of Buckingham Way.

The 23-foot-tall, 1,219-space, east parking garage would serve all retail uses; it would be entirely precast concrete. A one-story retail space is planned for the corner of the garage at the "elbow" portion of Buckingham Way; this would provide pedestrian interest. The massing of the garage would also be broken down by landscape elements such as flowering vines at the corners.

The 12-foot-tall, 147-space, cinema garage would serve all retail uses; it would be similar in design to the east parking garage. It would be one-half story, about five feet, below the grade of Buckingham Way, and therefore would not be prominent from the street.

The project site is not highly visible from outside the Stonestown Galleria property because of intervening buildings to the south, east, and northeast, and trees to the west and northwest. From Winston Drive near Buckingham Way, the new retail and parking components would be visible from Eucalyptus Drive to the north, due to the pruning of up to 250 linear feet of pines along the northern property line adjacent to Rolph Nicol Park. Removal of lower branches could open up some views of the proposed apartment community from Eucalyptus Drive; existing trees and shrubs in Rolph Nicol Park would continue to provide screening at this level. The senior care facility would be visible from Rolph Nicol Park, and the new and existing retail, parking and senior care facility would be visible from the open area east of St. Stephen Church. The project would not, however, be substantially incompatible with its environment, substantially change important view corridors, or obstruct scenic views. Therefore, the proposed project would not have a significant visual impact.

TRANSPORTATION (p. 75)

Under existing conditions during the weekday p.m. peak hour, four nearby intersections operate at Level of Service (LOS) E (significant delays) or F (excessive delays): 19th Avenue and Sloat Boulevard, 19th Avenue and Winston Drive, 19th Avenue and Holloway Avenue, and Buckingham Way and Winston Drive. During the weekends, three intersections operate at LOS E or F during the midday peak hour: 19th Avenue and Sloat Boulevard, 19th Avenue and Winston Drive, and 20th Avenue and Buckingham Way. The Buckingham Way and Winston Drive intersection and the 20th Avenue and Buckingham Way intersection are not signalized.

The proposed project would generate approximately 10,498 daily and 1,007 p.m. peak hour person trips during a typical weekday and 11,595 daily and 1,099 midday peak hour person trips during a typical weekend. Of the 1,007 total weekday p.m. peak hour trips, there would be 697 auto trips, 150 transit trips, 137 walk trips, and 23 other trips. Based on the average vehicle occupancy rates, there would be approximately 441 weekday p.m. peak hour vehicle trips and 480 weekend midday vehicle trips.

Most intersections would operate at the same LOS with the addition of project traffic. Project-related traffic would cause a significant traffic impact at two intersections: Buckingham Way and Winston Drive, and Junipero Serra Boulevard and Winston Drive. The intersection of Junipero Serra Boulevard and Winston Drive would deteriorate from LOS D (tolerable delays) to E, and the intersection of Buckingham Way and Winston Drive would deteriorate from LOS E to F with the proposed project. During the weekend midday period, project-related traffic would cause a significant traffic impact at two intersections: Buckingham Way and Winston Drive, and 20th Avenue and Buckingham Way. The intersection of Buckingham Way and Winston Drive would deteriorate from LOS D to E. While LOS for the intersection of 20th Avenue and Buckingham Way would not change (this intersection operates at LOS F with and without the proposed project), delays would increase; the project's contribution to traffic in the intersection would be substantial at about 10 percent, and would be a significant impact. Mitigation measures are identified in Chapter IV that would reduce these impacts to less-than-significant levels and improve existing LOS.

The project area is well served by public transit, including Muni and SamTrans. BART can be accessed via SamTrans. It is estimated the project would generate approximately 150 new transit trips during the weekday p.m. peak hour. This estimated demand would be distributed over the seven bus lines and one Muni Metro line that serve the project site. Observations show that considerable capacity exists on these lines. The proposed project would not cause significant transit impacts during the p.m. peak hour or weekend midday hour.

The total public parking demand for all existing retail uses and the proposed new retail space and grocery market at Stonestown would be about 2,026 and 2,955 parking spaces during the weekday and weekend midday peak hour, respectively. The p.m. peak hour demand for all of the retail, including the grocery market, in Stonestown would be about 2,164 parking spaces on weekdays. With the proposed east parking garage and cinema garage, there would be a total parking supply of about 3,759 spaces to serve all existing retail uses at the Stonestown Galleria and the new proposed neighborhood-serving retail and grocery market. This supply would meet the weekend midday parking demand of about 2,955 spaces. The proposed project would

increase overall average parking occupancy for retail and grocery market uses at Stonestown by approximately 4 percent during both weekdays and weekends. The overall average parking occupancy would still be lower than 85 percent, the point at which a facility is considered effectively full.

There would be 202 parking spaces for the apartment community and 17 spaces for the senior care facility, a total of 219 spaces. This supply would not meet the demand for 305 spaces from the residential component of the project. There would be sufficient additional parking spaces in the surface parking lot and new parking structure at the adjacent cinema (Lot D) to satisfy the surplus parking demand. The transportation analysis concludes that residential demand would not be expected to spill over into adjacent city streets. To further ensure this, the project sponsor proposes a parking sticker program that would allow project residents to park in Lot D, the cinema surface parking lot, or another Stonestown commercial parking facility (if Lot D were to be developed in the future). This parking sticker program would allow project residents to park free of charge during the peak holiday season at valet-operated facilities if no spaces are available in Lot D.

The proposed project would generate about 1,007 weekday and 1,091 weekend new peak hour person trips; regardless of their main travel mode, all who come to Stonestown are pedestrians during part of their trip. A substantial percentage of these trips would be walking trips between parked vehicles and Stonestown buildings. Approximately 287 weekday to 310 weekend pedestrians would walk from Stonestown to the adjacent neighborhoods and Muni stops. Overall, this would not be expected to result in any significant impacts, as sidewalk widths are sufficient to allow for the free flow of pedestrian traffic in the Stonestown vicinity. Bicycle volumes are relatively low in the vicinity of the proposed project. No significant impacts are anticipated as a result of the project.

The proposed project would generate approximately 46 daily truck trips for both the retail and residential components. The 46 daily truck trips would equal a total demand for approximately three loading spaces during the peak loading hour and two loading spaces during the average loading hour. The project would provide one off-street loading space for the proposed market. The proposed new retail uses along Buckingham Way would not have specific designated loading areas. The residential development would provide two loading spaces. For the senior care facility, one off-street loading space would be provided at the west side of the building. Trucks would be expected to use the driveway in front of the building to make deliveries. The proposed loading supply would be sufficient to accommodate the project's loading demand.

Under future cumulative weekday conditions, three intersections would experience a significant impact due to increased background traffic: Winston Drive at Lake Merced Boulevard would deteriorate from LOS D to F, 19th Avenue and Holloway Avenue from LOS E to F, and Junipero Serra Boulevard and Winston Drive from LOS E to F. Three intersections (19th Avenue and Sloat Boulevard, 19th Avenue and Winston Drive, and Buckingham Way and Winston Drive) would continue to operate at LOS F. At the intersections of 19th Avenue and Holloway and 19th Avenue and Sloat Boulevard, the proposed project would contribute a substantial number of cars to the overall growth in traffic, but would not add a significant number to movements that determine overall LOS performance. Thus, the proposed project would not be considered as having a considerable contribution to adverse cumulative traffic conditions at these intersections. At the four other intersections (Winston Drive and Lake Merced, Junipero Serra and Winston Drive, 19th Avenue and Winston Drive, and Buckingham Way and Winston Drive), the project would add substantial numbers of vehicles to movements that determine overall LOS performance; thus, the project would contribute over 10 percent of the growth at each intersection, and would contribute to significant cumulative traffic impacts. Mitigation measures for future cumulative conditions are outlined in Chapter IV, Mitigation Measures. Mitigation measures would reduce impacts at three of the four intersections to less-than-significant levels and would improve existing LOS; cumulative impacts at 19th Avenue and Winston Drive could not be mitigated.

The project contribution to weekend traffic growth would be the same as that reported for the weekday p.m. peak hour at the intersections of 19th Avenue and Sloat Boulevard and 19th Avenue and Holloway Avenue. Thus, the proposed project would not be considered to contribute to the significant cumulative impact at these intersections. At the four other intersections (19th Avenue and Winston Drive, Junipero Serra Boulevard and Winston Drive, 20th Avenue and Buckingham Way, and Buckingham Way and Winston Drive), the project would add substantial numbers of vehicles to movements that determine overall LOS performance and would contribute over 15 percent of the traffic growth; thus, the project would be considered to contribute to significant cumulative traffic impacts. Cumulative impacts at 19th Avenue and Winston Drive would remain significant and unmitigable. The other three intersections could be mitigated to less-than-significant conditions; implementation of mitigation measures would improve the existing LOS at these intersections.

AIR QUALITY (p. 112)

The proposed project would contribute to local and regional air emissions primarily from increased traffic. The project would generate about 4,967 daily vehicle trips on a typical weekend day. These vehicle trips would emit about 49 pounds per day of reactive organic gases

(ROG), 65 pounds per day of nitrogen oxides (NO_x), and 24 pounds per day of inhalable fine particulates (PM_{10}). None of these emission levels would reach the 80-pounds-per-day threshold established by the Bay Area Air Quality Management District (BAAQMD); therefore, the project would not have significant regional air quality impacts.

Project-generated emissions would not exceed state or federal CO standards and would not cause significant local air quality impacts. Because the project would not exceed the BAAQMD regional significance thresholds, and appears consistent with the General Plan policies, it would have a less-than-significant contribution to cumulative regional air quality effects.

SHADOWS (p. 120)

Planning Code Section 295 generally prohibits the issuance of building permits for structures over 40 feet in height that would cause new shadow on open space under the jurisdiction of the Recreation and Park Commission unless the Planning Commission, in consultation with the General Manager of the Recreation and Park Department, determines that the new shadow would not have a significant adverse impact on the use of the open space. No formal criteria for the significance of new shadow on Rolph Nicol Park have been adopted under Section 295; thus, case-by-case review, taking into consideration all circumstances, would be required.

The proposed 50-foot-tall apartment community would cast new shadow on Rolph Nicol Park immediately north of the project site. On an annual basis over the course of the day from one hour after sunrise to one hour before sunset, it would add about 2.03 percent new shadow to the park, measured in square-foot-hours. New shadow would occur throughout the year. Most of the new shadow would be cast on existing trees in the park, and all of the new shadow would fall on areas already in shadow from existing trees. The playground would not be shaded by the apartment community at any time. The maximum duration of shadow would occur at 8:22 a.m. on December 21, when about 35 percent of the park would be shaded by the apartment community; the coverage and duration would be less at other times throughout the year. At 10:00 a.m. in March, June and September, the apartment community would shade less than 5 percent, 3 percent, and 1 percent of the park, respectively. Therefore, this new shadow would not be expected to alter the use or enjoyment of the park by the public and would not be considered a significant impact under CEQA. The Planning Commission, acting with the advice of the Recreation and Park Commission, will also make a final determination under Section 295 with respect to the significance of shadows from the apartment community on Rolph Nicol Park.

Net new shadow from the proposed 30-foot-tall senior care facility, which is not subject to Section 295, would be cast on the eastern portion of Rolph Nicol Park in the mornings, and would shade the play area in the very early morning in December and January. However, this shadow would be minimal compared to the available sunlight during the times of day when the park is used, and would not affect the use or enjoyment of the park by the public. Therefore, this new shadow would not be considered a significant or adverse impact under CEQA

BIOLOGICAL RESOURCES (p. 132)

The project site consists of a paved, landscaped parking lot in the Stonestown Galleria shopping center. There is also a sloped, forested area containing mostly mature eucalyptus trees. The northwestern portion of the site, adjacent to Rolph Nicol Park, contains a row of mature Monterey pine trees that overhang the parking lot on the project site. The row of pines extends for about 250 linear feet and is about four to five feet from the northern property line. All construction activity would be confined to the immediate project site. The approximately 50 trees that are planted in some existing parking lots and along the property perimeter would need to be removed during various phases of construction activity, including five mature blue gum eucalyptus trees that would be removed during relocation of the existing sewer line. Approximately 300 new and replacement trees would be planted.

Trees located along the northern border of the property would be pruned and excavated during construction of building one of the apartment community, and the construction of an emergency fire access lane north of apartment building two. This could damage the root systems that extend underneath the existing parking lot. Over-pruning and excavation into these root systems could affect the health of these trees. The project sponsor could retain an arborist to direct this work and ensure that the trees would not be damaged during construction, as described in an improvement measure on p. 157.

Construction-related activity and moving construction equipment around the project site could temporarily disturb roosting birds or other animal life on the site and within the immediate vicinity. None of the bird and animal species within Rolph Nicol Park have special designation, or appear on threatened or endangered species lists. Birds and animals would be expected to return to the site and surroundings after disturbance has ceased.

New project-related shadow would be cast on the special species of eucalyptus trees grown in Rolph Nicol Park under the canopy of mature trees in the mornings and at midday from late

September through early March, with the peak in late December. These trees are grown to provide food for koalas at the San Francisco Zoo. As the trees are already shaded and the great majority of shoot elongation and production of new foliage by these trees occurs from March through June, their growth and nutrient value for the koalas would not be adversely affected. New project-related shadow would reach a Significant Natural Resource Area west of Rolph Nicol Park only in the early morning in winter, when it would already be shaded by mature trees in the park. Thus, the new shadow would not affect the viability of native plants in the area.

The project would not affect rare or endangered species of plants or animals, nor would it diminish habitat of any species or request the removal of significant number of mature trees. Therefore, the project would not result in significant impacts on biological resources.

HAZARDOUS MATERIALS (p. 137)

Prior to the development of the Stonestown Shopping Center in the early 1950s, the project site was mainly undeveloped land. The Stonestown Shopping Center, an open air shopping mall, was constructed in the early 1950s and completely remodeled in 1987-1988. Historic uses on the project site outside of the former shopping center, including a Chevron/Standard Oil service station and automobile repair shops, could have resulted in releases of chemicals to soil and groundwater from underground storage tanks (UST's) or chemical use in structures.

The United Artists Theater cinema building, on the site of the former Chevron station at 501 Buckingham Way, is not proposed to be disturbed during construction of the proposed project components. The cinema building would remain in operation. Technical reports have concluded that no UST remains on that part of the project site, and soil tests indicate no release of petroleum hydrocarbons. As no excavation or demolition is planned, no significant impact would occur. Although there is no evidence of chemicals in soil at the location of the residential component of the project, west of the cinema, a mitigation measure is included to test excavated soils as necessary and comply with applicable laws and regulations (see Chapter IV, Mitigation Measures).

Elevated levels of petroleum hydrocarbons were found in shallow soil borings under the Good Guys car stereo building at 553-555 Buckingham Way. This building is proposed to be refurbished and incorporated into the neighborhood retail use on the north side of Buckingham Way. No soil would be disturbed and no dewatering would be necessary during construction; therefore, no significant impacts would occur. No new construction is proposed on the site of

595 Buckingham Way or in the immediate vicinity of the closed underground storage tanks that were part of the Cadillac dealership service center. Therefore, no dewatering or soil disturbance would occur in these areas and chemicals in soil and groundwater under this site would not be encountered. Accordingly, the project would not result in significant hazardous materials impacts.

GROWTH INDUCEMENT (p. 149)

The retail component of the proposed project would add about 167 employees to San Francisco's economy and would generate a demand for about 43 residential units. This increase in employment would be about 0.02 percent of the total employment projected for San Francisco in the year 2020, and about 0.16 percent of employment growth projected from 2000-2020. Overall, this potential increase in employment in the context of total employment in San Francisco and demand for new housing would not be substantial. The project would build 202 residential units and 85 senior care units; this would exceed the demand for housing created by new employees. The increase in residents and employees would not substantially increase the existing area-wide population. The project would be an infill project consistent with uses permitted in the C-2 District. It is in an urban area and would not require major new infrastructure. Therefore, the project would not contribute to significant growth inducement.

C. MITIGATION MEASURES (p. 150)

Mitigation measures identified in this EIR or in the Initial Study as necessary to mitigate significant environmental effects are listed below. Mitigation measures would reduce but not eliminate significant cumulative transportation impacts. Improvement measures that would reduce project impacts that were not found significant are also included for consideration by decision-makers.

MITIGATION MEASURES IDENTIFIED BY THIS REPORT

Mitigation measures identified in this report to mitigate potentially significant environmental effects are listed below.

Transportation

Traffic generated by the proposed project would result in significant impacts at three intersections: Buckingham Way and Winston Drive; 20th Avenue and Buckingham Way; and Junipero Serra Boulevard and Winston Drive. The project would contribute to significant cumulative traffic impacts for the weekend midday peak hour in the year 2015 at four intersections: Buckingham Way and Winston Drive; 20th Avenue and Buckingham Way; Junipero Serra Boulevard and Winston Drive; and 19th Avenue and Winston Drive. To mitigate the project's significant traffic impacts, the following mitigation measures may be required by City decision-makers:

1. The project sponsor shall be required to install traffic signals at the intersections of Buckingham Way and Winston Drive and 20th Avenue and Buckingham Way.

Signalization would improve the Buckingham Way and Winston Drive intersection from LOS F to B on weekdays and LOS C on weekends, and the 20th Avenue and Buckingham Way intersection would improve from LOS F to A on weekends, for both existing-plus-project and 2015 cumulative conditions.

2. The project sponsor shall restripe the eastbound approach to Junipero Serra Boulevard and Winston Drive intersection from one 20-foot-wide lane to one through-left lane and one right-turn lane.

The eastbound approach of Winston Drive to Junipero Serra Boulevard is wide enough for two lanes. Restriping to allow for a right-turn lane, which would eliminate approximately one parking space, would improve LOS at the intersection from LOS D to LOS C under both existing-plus-project and 2015 cumulative conditions.

3. The signal timing at the intersection of Winston Drive and Lake Merced Boulevard shall be changed so that the southbound left-turn-only phase's green time is reduced from 20 to 13 seconds.

Reducing the phased green time would increase the time for the northbound through movement, changing the service level from LOS F to LOS D under 2015 cumulative conditions.

Deterioration in LOS at 19th Avenue and Winston Drive cannot be mitigated. Heavy traffic in the northbound and southbound movements, signal-timing constraints from Muni Metro, and pedestrian minimum crossing times make this intersection difficult to improve. Thus, possible

mitigation measures would significantly impact transit and pedestrians. Because mitigation is infeasible, traffic impacts would remain significant.

MITIGATION MEASURES INCLUDED IN THE PROPOSED PROJECT

Hazardous Materials

4. The project sponsor would undertake the following, and any additional requirements imposed by the San Francisco Department of Public Health (DPH):

   a. Prior to excavation for the residential component of the project, the project sponsor would test soils in the area to be excavated. If tests show elevated levels of chemicals, disposal and handling of soils with elevated levels of hazardous chemicals would comply with local, state, and federal laws and regulations, and a Site Health and Safety Plan would be prepared for the residential component. In addition to measures that protect on-site workers, the Health and Safety Plan would include measures to minimize public exposure to contaminated soils. Such measures would include dust control, appropriate site security, restriction of public access, and posting of warning signs. The measure would apply from the time hazardous chemicals were identified through the completion of earthwork construction in areas of contaminated soil.

   b. Prior to any demolition at the project site, the project sponsor would conduct surveys to identify any potentially hazardous materials in existing buildings or building materials on the project site. At a minimum, these surveys would identify any asbestos, polychlorinated biphenyls, lead, mercury, or other hazardous materials that would require special removal and disposal techniques. These surveys would be completed by an appropriately-trained expert such as a Registered Environmental Assessor (REA).

   c. The project sponsor would provide all reports and plans prepared in accordance with this mitigation measure to the DPH and any other agencies identified by DPH. When all hazardous materials have been removed from the project site, and soil analysis and other activities have been completed, as appropriate, the project sponsor would submit to the San Francisco Planning Department and DPH (and any other agencies identified by DPH) a report stating that all hazardous materials have been removed from the project site, and describing the steps taken to comply with this mitigation measure. Any verifying documentation would be attached to the report. The report would be certified by an REA or other qualified individual.

Initial Study Mitigation Measures

Implementation of the following measures identified in the Initial Study would reduce impacts to less-than-significant levels.

Construction Air Quality

5. The project sponsor shall require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Geology/Topography

6a. The project sponsor shall ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors any adjacent buildings for damage during construction, if recommended by the geotechnical engineer in the foundation investigations.

6b. The project sponsor and its contractor shall follow the geotechnical engineer's recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems shall be modified as necessary in the event that substantial movements are detected.

Archaeological Resources

7. The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archaeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading,

foundation, pile driving, etc., firms)[1] ; or utilities firm involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archaeological resource be encountered during any soils-disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archaeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archaeological consultant. The archaeological consultant shall advise the ERO as to whether the discovery is an archaeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archaeological resource is present, the archaeological consultant shall identify and evaluate the archaeological resource. The archaeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archaeological resource; an archaeological monitoring program; or an archaeological testing program. If an archaeological monitoring program or archaeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archaeological resource is at risk from vandalism, looting, or other damaging actions.

The project archaeological consultant shall submit a Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the final report.

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[1] The "Alert Sheet" is a notice to alert any contractor or subcontractor on the project site that the site may be archaeologically sensitive. The notice provides information on whom to inform if prehistoric or historic archaeological remains are unearthed. The Alert Sheet is on file with the San Francisco Planning Department, 1660 Mission Street, and is available for review, by appointment, as part of the project file.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

IMPROVEMENT MEASURES IDENTIFIED BY THIS REPORT

Improvement measures are actions or changes that would reduce effects of the project that were found through the environmental analysis to have less-than-significant impacts. Improvement measures identified in the EIR may be required by decision-makers as conditions of approval.

Traffic

Traffic in the eastbound left and left-through lanes at the intersection of 19th Avenue and Sloat Boulevard often experiences queuing during the morning peak hour. It is possible that queues during the peak of the peak hour could extend into the intersection at 21st Avenue and Sloat Boulevard. To prevent this from obstructing left turns, the City could paint the intersection with a "Keep Clear" message.

Parking

While the proposed project would not cause significant secondary parking impacts, implementation of the following improvement measures could further prevent the potential for residential parking spillover around Stonestown, particularly during holiday periods.

- Continue the valet parking program to address the parking shortage relative to demand during the Christmas holiday period;
- Install parking signs at strategic locations to direct patrons to the existing under-utilized parking facilities; and
- Issue resident parking stickers for people who live in the proposed residential development. These parking stickers would be available on a request basis to those residents who need more than one parking space. These residents must demonstrate that

they own more than one vehicle and the permits would be renewable annually. The stickers would allow residents to park in any available space in Lot D or another Stonestown commercial parking facility (if Lot D were to be developed in the future) for free throughout the day, and to park in any space set aside for valet parking during holiday periods during the day with no charge if no parking is available at Lot D. By issuing these stickers, the project sponsor would minimize the potential for residential parking spillover.

Pedestrians

Pedestrian countdown timers could be added at the intersections of 19th Avenue and Winston Drive and at 20th Avenue and Winston Drive to enhance pedestrian safety.

Bicycling

The project sponsor could work with the fitness facilities at Stonestown to allow use of lockers and shower facilities by Stonestown employees who bicycle to work.

Loading

Truck-loading-only signage could be installed on two or three spaces in front of the proposed market limiting parking to trucks only between 7:00 a.m. and 11:00 a.m.

Transportation Demand Management

The project sponsor could implement the following projects designed to reduce travel demand by employees as well as patrons of Stonestown:

- Work with RIDES to provide car-pool and van-pool matching programs to employees:
- Sell transit passes on site to Stonestown employees, patrons, and nearby residents;
- Provide bicycle racks in front of Stonestown;
- Provide a taxi stand in front of Stonestown;
- Provide spaces for carshare parking within the proposed parking garage; and
- Install a booth at a prominent location inside Stonestown with transit route maps and schedule information.

Construction

Construction impacts would be temporary and of short duration. Therefore, they would not be considered significant environmental impacts. In order to reduce potential nonsignificant construction impacts, the project sponsor could implement the following improvement measures:

- To the extent possible, truck movements should be limited to the hours between 9:00 a.m. and 3:30 p.m. to minimize disruption of the general traffic flow on adjacent streets. Any construction traffic occurring between the hours of 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak period traffic. It could impede traffic flow and slow traffic and Muni bus movements.

- The project sponsor and construction contractor(s) should meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Department of Public Works, the Fire Department, Muni's Street Operation and Special Events Office and the Planning Department to determine feasible traffic mitigation measures to reduce traffic congestion and pedestrian circulation impacts during project construction and to ensure that construction activities do not impact Muni bus stops or routes in the vicinity.

Biological Resources

The project proposes construction of the apartment community as close as nine feet from the row of Monterey pine trees along the northwest property line, adjacent to Rolph Nicol Park. Though none of these trees would need to be removed, pruning of the overhang and excavation into the root systems would be required, potentially adversely affecting the health of the trees. To ensure that the trees are preserved, the project sponsor could retain the services of a certified arborist to direct pruning and monitor construction activities that encroach into the root systems of these trees.

D. ALTERNATIVES (p. 160)

ALTERNATIVE A: NO PROJECT

With the No Project Alternative, no new residential or commercial development would occur on the site. Lots 21 and 22 would continue to be used as surface parking lots. The sewer line on the south side of the site would not be relocated. There would be no subdivision of Lot 22. The retail areas in the shopping center would not change and the two small buildings on the north side of Buckingham Way would not be refurbished. The No Project Alternative would not provide 202

residential units, including 24 affordable units. It would not provide 85 senior care units. It would not provide a new grocery market or retail space for neighborhood-serving uses.

If the No Project Alternative were implemented, none of the impacts associated with the project would occur. The surface parking lots could be developed in the future with a range of uses, or combination of uses, allowable as principal or conditional uses in the C-2 District.

ALTERNATIVE B: NO HEIGHT LIMIT CHANGE OR INCREASE IN RESIDENTIAL DENSITY

Alternative B would provide an apartment community design that would comply with the maximum allowable height in the 40-X Height and Bulk District and allowable residential density for the site in the C-2 Land Use District. This would decrease the number of apartment units from 202 to 153. Under Alternative B, residential density for the senior care facility would increase from 85 to 120 units, the maximum allowable density for that site. As with the proposed project, Alternative B would subdivide Lot 22 into four separate lots and a lot line adjustment would occur between Lots 22 and 23.

Under Alternative B, the apartment community would be 40 feet in height. With four floors, the buildings would be one story shorter than with the proposed project. They would be similarly sited. Under Alternative B, the senior care facility would be a four-story, 40-foot-tall building, one story higher than the proposed project. Alternative B's retail component would remain the same as the proposed project. The number of parking spaces, configuration of parking garages and surface parking lots, and vehicular circulation would remain unchanged.

Changes to visual quality and urban design and shadows would occur. Under this alternative, construction of an additional story in the senior care facility would create a visually more prominent building. The proposed facility would be roughly the same height as the adjacent St. Stephen Church when viewed from Eucalyptus Drive; its flat roof design, however, would not be architecturally similar to that of the church. Like the project, Alternative B would require pruning of the Monterey pines adjacent to the proposed apartment community along the northwestern property line. Somewhat less shadow would be cast on Rolph Nicol Park by the apartment community than with the proposed project; more shadow would be cast by the senior care facility on Rolph Nicol Park and the play area. Because no proposed buildings under Alternative B would exceed 40 feet in height, the alternative would not be subject to Section 295 of the Planning Code. All net new shadow on Rolph Nicol Park would not be considered significant under Section 295. As with the project, shadows cast by the apartment community and senior care facility would not

impact growth capacity or nutrient value of eucalyptus trees grown in Rolph Nicol Park to provide food for koalas at the San Francisco Zoo under this alternative, nor would they affect the Significant Natural Resource Area west of the park. Project shadows would not adversely affect use or enjoyment of the park by the public, and would not be significant under CEQA.

The overall effects of this alternative on land use, transportation, air quality, biology, hazards, and growth inducement would be similar to those of the project as proposed. Alternative B would result in approximately 2 percent fewer daily person trips and 5 percent fewer p.m. peak hour person trips, and approximately 4.5 percent fewer vehicle trips and 5.9 percent fewer p.m. peak hour vehicle trips than the proposed development.[2] Because the difference in trip generation between the proposed project and Alternative B is small, the transportation effects of Alternative B would be similar to those identified for the proposed project. As with the proposed project, traffic emissions would not exceed BAAQMD emission standards, and therefore would not result in a significant impact on air quality.

ALTERNATIVE C: INCREASED RESIDENTIAL DEVELOPMENT

Alternative C would increase the amount of residential development for the project. The combined apartment and senior housing component for Alternative C would total 322 units, 35 more than the proposed project. Alternative C would increase the density, size and height of the senior care facility to the maximum allowable in the C-2 District. The facility would contain 120 senior and Alzheimer-dementia-care units, in a four-story, 40-foot-tall building. The apartment community would have 202 units, the same as the proposed project. Alternative C's retail component would remain the same as the proposed project. As with the proposed project, Alternative C would subdivide Lot 22 into four separate lots, and a lot line adjustment would occur between Lots 22 and 23.

Construction of an additional story in the senior care facility would create a visually more prominent building. The proposed facility would be roughly the same height as the adjacent St. Stephen Church when viewed from Eucalyptus Drive; its flat roof design, however, would not be architecturally similar to that of the church.

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[2] Alternative B would generate fewer daily and p.m. peak hour person and vehicle trips to and from the development site. This alternative would generate about 10,285 daily person trips, about 213 fewer than the proposed development, and about 957 p.m. peak hour person trips, about 50 fewer than the proposed development. The alternative would generate about 4,306 daily vehicle trips and about 415 vehicular trips in the p.m. peak hour. This would be a reduction of about 204 daily and 26 p.m. peak vehicle trips than the proposed project.

The design of the apartment community would not change from the proposed project. Like the project, Alternative C would still require pruning of the Monterey pines adjacent to it along the northwestern property line. Off-site visual impacts would be the same. The amount of net new shadow cast by the apartment community on Rolph Nicol Park would be the same as with the project; shadow cast by the senior care facility on the park and playground would increase. As with the project, shadows cast from the apartment community and senior care facility under this alternative would not impact growth capacity or nutrient value of eucalyptus trees grown in Rolph Nicol Park to provide food for koalas at the San Francisco Zoo, nor would they affect the Significant Natural Resource Area west of the park's boundaries. Shadows would not adversely affect use or enjoyment of the park, and would not be significant under CEQA.

The overall effects of Alternative C on land use, transportation, air quality, biology, hazards, and growth inducement would be similar to those of the project. Alternative C would result in about 2 percent more daily person trips, 2.6 percent more daily p.m. peak hour person trips, and about 0.2 percent more daily vehicle trips and 2.2 percent more p.m. peak hour vehicle trips than the proposed project.[3] Because the change in the number of p.m. peak hour person and vehicle trips would be small, the transportation effects of Alternative C would be about the same as those for the proposed project. The conclusions regarding significant impacts would remain the same. As with the project, traffic emissions would not exceed BAAQMD emission standards, and therefore would not result in a significant impact on air quality.

ALTERNATIVE D: NO NEIGHBORHOOD-SERVING RETAIL

Alternative D would maintain the residential component of the project, but would eliminate all neighborhood-serving retail uses. As with the project, Alternative D would include three 50-foot-tall apartment buildings with 202 units and 202 subsurface parking spaces, and a 30-foot-tall senior care facility, with 85 units and 17 spaces of surface parking. The retail component, including the 41,600-gsf market and 24,900 gsf of neighborhood-serving retail uses, would be eliminated. As with the proposed project, Lot 22 would be subdivided into four separate lots, and a lot line adjustment would occur between Lots 22 and 23.

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[3] Alternative C would generate more daily and p.m. peak hour person and vehicle trips to and from the development site than the proposed project. This alternative would generate about 10,713 daily person trips, about 215 more than the proposed development, and about 1,033 p.m. peak hour person trips, about 26 more than the proposed development. The alternative would generate about 4,520 daily vehicle trips and about 451 vehicular trips in the p.m. peak hour. This would be a increase of about 204 daily and 26 p.m. peak vehicle trips than the proposed project.

The housing would displace approximately 338 net existing parking spaces, assuming construction of the proposed cinema lot parking structure. The project sponsor has indicated that, without the additional revenue-generating commercial uses, this alternative would not support the construction of the proposed east garage, as proposed for the project. Therefore, this alternative is assumed to result in a net reduction of 338 parking spaces serving existing Stonestown retail uses.

The design of the apartment community and senior care facility would not change from the proposed project. Like the project, Alternative D would require pruning of the Monterey pines adjacent to the apartment community. Off-site visual impacts would remain the same. Because the east parking structure would be eliminated, the view of that area would remain as in the existing condition. Under this alternative, the amount of shadow on Rolph Nicol Park and the Significant Natural Resource area to the west would remain the same. As with the project, Alternative D shadows would not adversely affect the use or enjoyment of the park by the public and would not have a significant impact under CEQA.

The effects of this alternative on biology, hazards and growth inducement would be similar to those of the project as proposed. Employment would be reduced. The effects on land use would be similar, but the alternative would not meet certain land-use-related objectives of the project sponsor, and the project would no longer be mixed-use.

Alternative D would result in about 78 percent fewer daily person trips, 63 percent fewer daily p.m. peak hour person trips, and about 76 percent fewer daily vehicle trips and 60 percent fewer p.m. peak hour vehicle trips than the proposed project. Alternative D would result in a cumulative contribution to the 19th and Winston Drive intersection of about 7.6 percent, compared to 21.4 percent with the proposed project. Contributions to critical movements at this intersection would be small, about 3 to 4 percent. Therefore, traffic impacts would not be significant. The existing condition at this intersection is LOS F; other projects would contribute to cumulative conditions, and there is no feasible mitigation. Heavy traffic in northbound and southbound directions, and signal timing constraints for Muni Metro and pedestrian crosswalks make it difficult to improve traffic service levels at this intersection. Therefore, the intersection would remain at LOS F under cumulative conditions. Traffic emissions would be reduced and, as with the proposed project, would not result in a significant impact on air quality.

II. PROJECT DESCRIPTION

The project site is located on the south side of Eucalyptus Drive, immediately west and northwest of the Stonestown Galleria shopping center in San Francisco. (See Figure 1: Stonestown Village Project Location.) The project sponsor, Pacific Acquisition Corporation, proposes a mixed-use development comprising approximately 366,800 gross square feet (gsf) on approximately 13.7 acres primarily used as surface parking for the shopping center. The proposed development includes both residential and neighborhood-serving retail components. The residential component includes three five-story, 50-foot-tall apartment buildings, approximately 96,250 gsf, 71,400 gsf, and 62,350 gsf, respectively, with 202 subsurface parking spaces; and a two- to three-story, approximately 30-foot-tall senior care facility, totaling approximately 70,300 gsf, with 17 parking spaces. The proposed retail component includes development of a 27-foot-tall, 41,600-gsf grocery market[1], and construction of neighborhood-serving retail spaces totaling approximately 24,900 gsf. The project would include construction of two parking garages and reconfiguration of two surface parking lots that would contain about 1,684 total commercial parking spaces, to replace 1,500 existing commercial spaces displaced by project construction, and provide 184 net new parking spaces to serve the proposed retail uses.[2] It would also incorporate landscaping features, such as streetscape connections, landscaped walkways, interior courtyards, and open space.

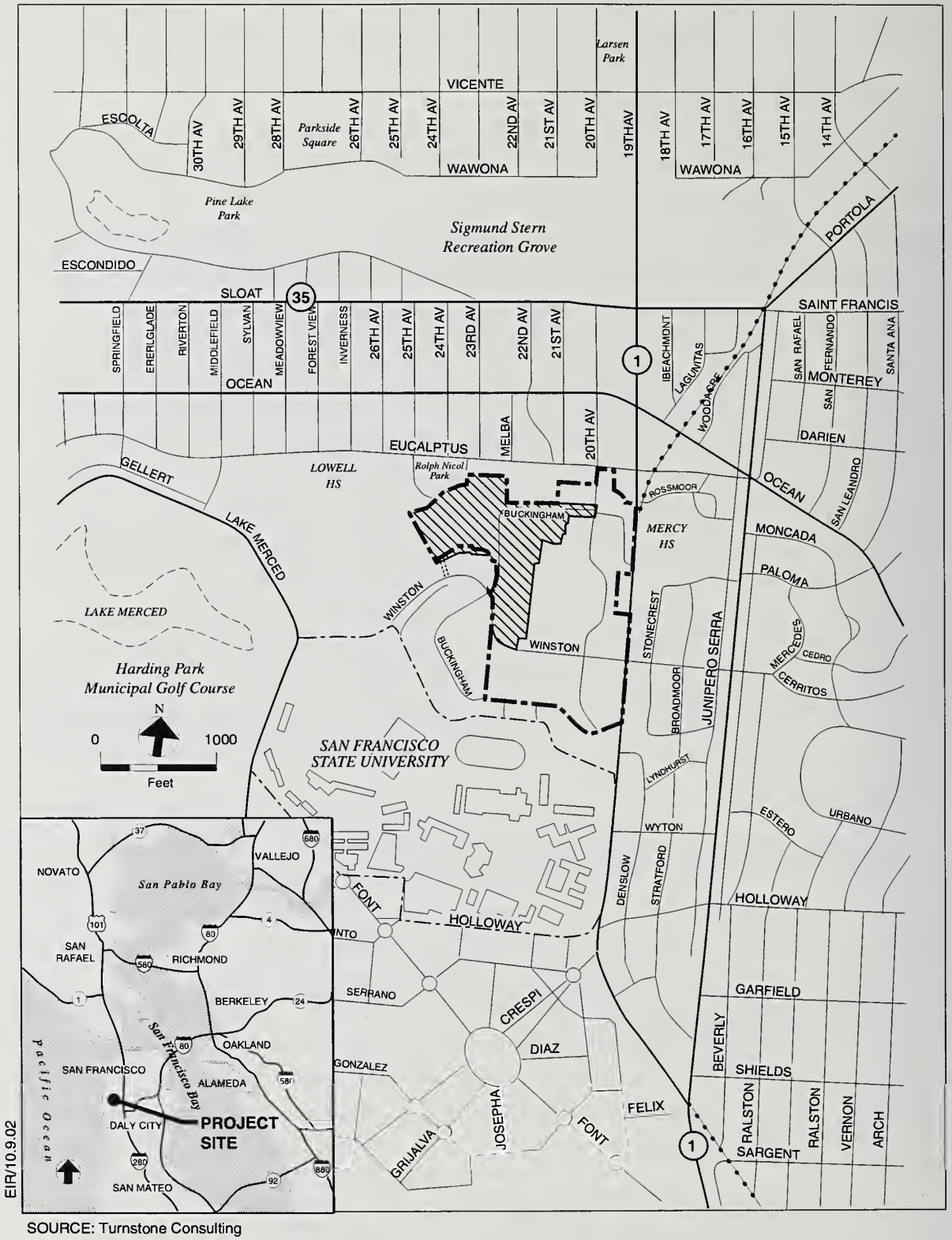
A. OBJECTIVES OF THE PROJECT SPONSOR

The general objectives of the project sponsor include the following:

- Provide new workforce housing, including permanently affordable housing, in accordance with City standards.

[1] Of the approximately 41,600 gsf attributed to the grocery market, approximately 75%, or 31,200 gsf, would be dedicated to areas for selling merchandise. The remaining 10,400 gsf would be storage and loading areas.

[2] The Stonestown Galleria property contains 3,575 parking spaces serving all existing retail and cinema services on-site. Construction of the proposed project would result in a total of 3,759 retail-serving parking spaces for the Galleria property.



EIR/10.9.02

SOURCE: Turnstone Consulting

STONESTOWN GALLERIA PROPERTY BOUNDARY

PROPOSED STONESTOWN VILLAGE SITE

STONESTOWN VILLAGE

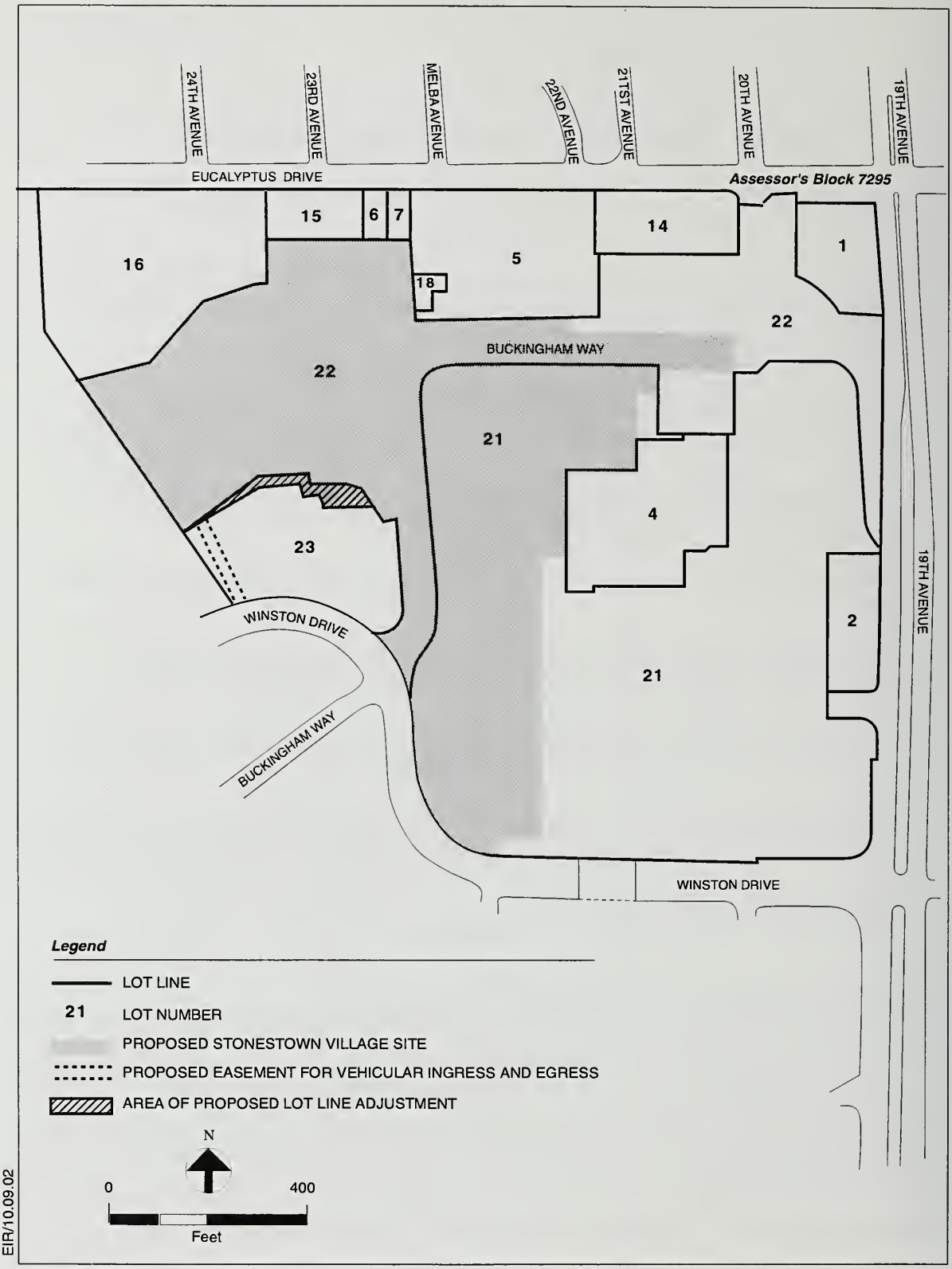
2000.1258E

FIGURE 1: STONESTOWN VILLAGE PROJECT LOCATION

- Offer housing that is diverse in terms of unit type and population served.
- Include a senior care (including Alzheimer-dementia care) component, a particularly under-served population.
- Enhance the quality of the retail environment, particularly for the surrounding neighborhood, and diversify the retail mix by incorporating neighborhood-serving retail uses, including a grocery market.
- Contribute to the visual and open space character of the area by incorporating landscaping features, including streetscape connections, landscaped walkways, and interior courtyards, and dedicated open space provided behind the apartment community.
- Improve the pedestrian experience through new crosswalk linkages at the internal intersections and between parking areas and the shopping center.
- Establish more-efficient use of currently under-utilized land by consolidating parking facilities.
- Contribute to the jobs/housing balance and advance the City's transit policies by providing housing near jobs, transit, and neighborhood-serving retail.
- Optimize housing opportunities within the constraints of site conditions, pre-existing legal obligations, and construction type requirements.
- Achieve additional density for the apartment use, located at the rear portion of the site, where it is near adjacent multi-family housing and buffered by an existing grove of trees.

B. PROJECT LOCATION

The Stonestown Village project site covers approximately 13.7 acres of Assessor's Block 7295, on portions of Lots 21, 22, and 23. (See Figure 2: Stonestown Village Lots in Assessor's Block 7295.) The site straddles both sides of the L-shaped Buckingham Way, along its east-west leg south of 20th Avenue and along the north-south leg north of Winston Drive. The current use of the project site is primarily surface parking for the existing Stonestown Galleria shopping center and cinema, containing about 1,500 parking spaces. A two-screen cinema located near the center of the project site on Lot 22 would be retained. Two one-story buildings, a Good Guys stereo installation store and SATI (Software Advance Technology Institute), a software office, located



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SOURCE: Turnstone Consulting

STONESTOWN VILLAGE

2000.1258E

FIGURE 2: STONESTOWN VILLAGE LOTS IN ASSESSOR'S BLOCK 7295

at 553 and 555 Buckingham Way on the north side of the street, are proposed to be refurbished and would be designed to be compatible with the proposed new retail space north of Buckingham Way. Lot 23, occupied by the existing Stonestown Apartments, is owned by the project sponsor, Pacific Acquisition Corporation; these buildings would remain.[3]

The proposed development site is within a C-2 (Community Business) zoning district, which permits retail and residential uses and has a base floor area ratio (FAR) of 3:6 to 1.[4] The portion of the site west of Buckingham Way is in a 40-X height and bulk district (maximum allowable height of 40 feet, no bulk controls). The portion of the site east of Buckingham Way is in a 65-D height and bulk district (maximum allowable height of 65 feet, bulk controls over 40 feet in height).

The project site is immediately bounded on the east by the Stonestown Galleria shopping center including the building containing Macy's department store, and on the south by parking structures for the Nordstrom store and other Stonestown Galleria retail shops. As previously noted, the existing Stonestown Apartments are also to the south on Lot 23. The western edge of the project site contains a trussed sewer line within a 60-foot-wide sewer easement; half of the easement is located on the project site within a forested, sloped area of pine and eucalyptus trees. Rolph Nicol Park borders the northwest corner of the site. St. Stephen Church and St. Stephen School, both located along Eucalyptus Drive, are north of the project site. Existing neighborhood-serving retail, offices, and a YMCA are to the northeast. The project site is bisected by Buckingham Way, which runs north-south from Winston Drive, then curves to run east-west through the shopping center.

Vehicular access to the project site from the north is from Eucalyptus Drive via 20th Avenue, and access from the east and west is via Winston Drive and Buckingham Way. Public transit access to the site is provided by MUNI routes 17, 18, 28, 28L, 29, and by the MUNI Metro M line. The MUNI Metro M line stops at 19th Avenue and Winston Drive and provides service between

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[3] The proposal includes a lot line adjustment between Lots 23 and 22. Approximately 7,575 net square feet from Lot 23 would be reconfigured and added to portions of Lot 22 and formed into new lots, one containing the cinema building and parking areas, and the other containing the apartment community buildings and associated open space areas. The project would also include construction of a vehicular ingress and egress roadway within a dedicated easement across Lot 23 from Winston Drive to the proposed apartment community.

[4] Planning Code Section 124.

Downtown and Stonestown. MUNI routes 17, 18, and 29 have stops closest to the project site within the Stonestown area. In the project vicinity are the Merced Manor neighborhood to the north, San Francisco State University and the Park Merced Apartments to the south, the Lakeside and Ingleside Terrace neighborhoods to the east, and Lowell High School, Lakeshore Alternative School, and Lake Merced to the west. The greater project vicinity and cumulative context are discussed in more detail on pp. 57-58).

C. PROJECT CHARACTERISTICS

The project proposes a mixed-use development with residential and retail components, and associated parking and landscaping improvements. (See Figure 3: Project Site Plan.) The apartment community and senior care facility make up the residential component of the project and would be located west of Buckingham Way. The market and neighborhood-serving retail component of the project would be east and north of Buckingham Way.

The new development would be constructed primarily on existing surface parking that is currently used for the Stonestown Galleria shopping center. To offset the approximately 1,500 displaced parking spaces, two parking garages are proposed. A three-level garage would be constructed east of Buckingham Way, north of the proposed market and west of the existing Galleria shopping center. A two-level garage is proposed west of Buckingham Way, south of the existing cinema; the cinema would remain in its present location. Reconfigured surface parking is also planned, as described below.

The project includes the subdivision of Lot 22 into four lots. The lot would be subdivided so that the apartment community, senior care facility, and existing cinema and its adjacent surface parking and proposed parking garage would each be on separate lots. The remaining portions of Lot 22 are contiguous and would be reconfigured into a single lot. The project includes shifting the lot line between Lot 23, site of the existing Stonestown Apartments, and the new lots containing the cinema and adjacent parking areas and the apartment community. The area of adjustment on Lot 23 contains approximately 7,575 square feet, of which approximately 5,070 sq. ft. would be added to the proposed cinema parcel and 2,505 sq. ft. to the proposed apartment community parcel. The area of adjustment on Lot 23 contains a carport with parking spaces for the Stonestown Apartments north of Winston Drive; approximately seven spaces would be displaced and would be reconfigured elsewhere on the remainder of Lot 23.

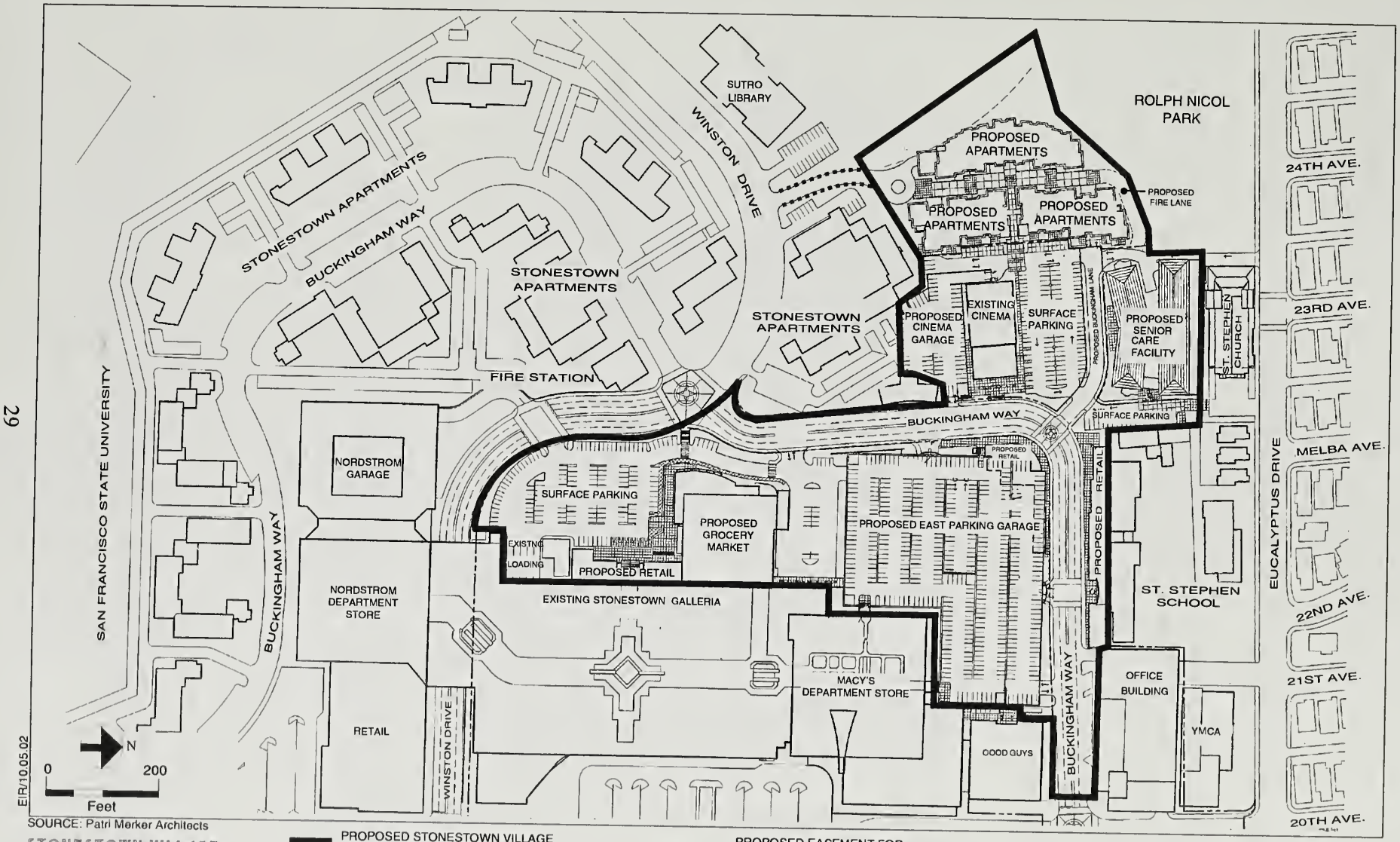


FIGURE 3: PROJECT SITE PLAN

RESIDENTIAL DEVELOPMENT: WEST OF BUCKINGHAM WAY AREA

The project would include construction of apartment housing and a senior care facility west of the north-south leg of Buckingham Way. Figure 4 shows the first-floor plan of proposed development in the area west of Buckingham Way. Figure 5 illustrates the second-level floor plan, and is representative of typical upper floors.

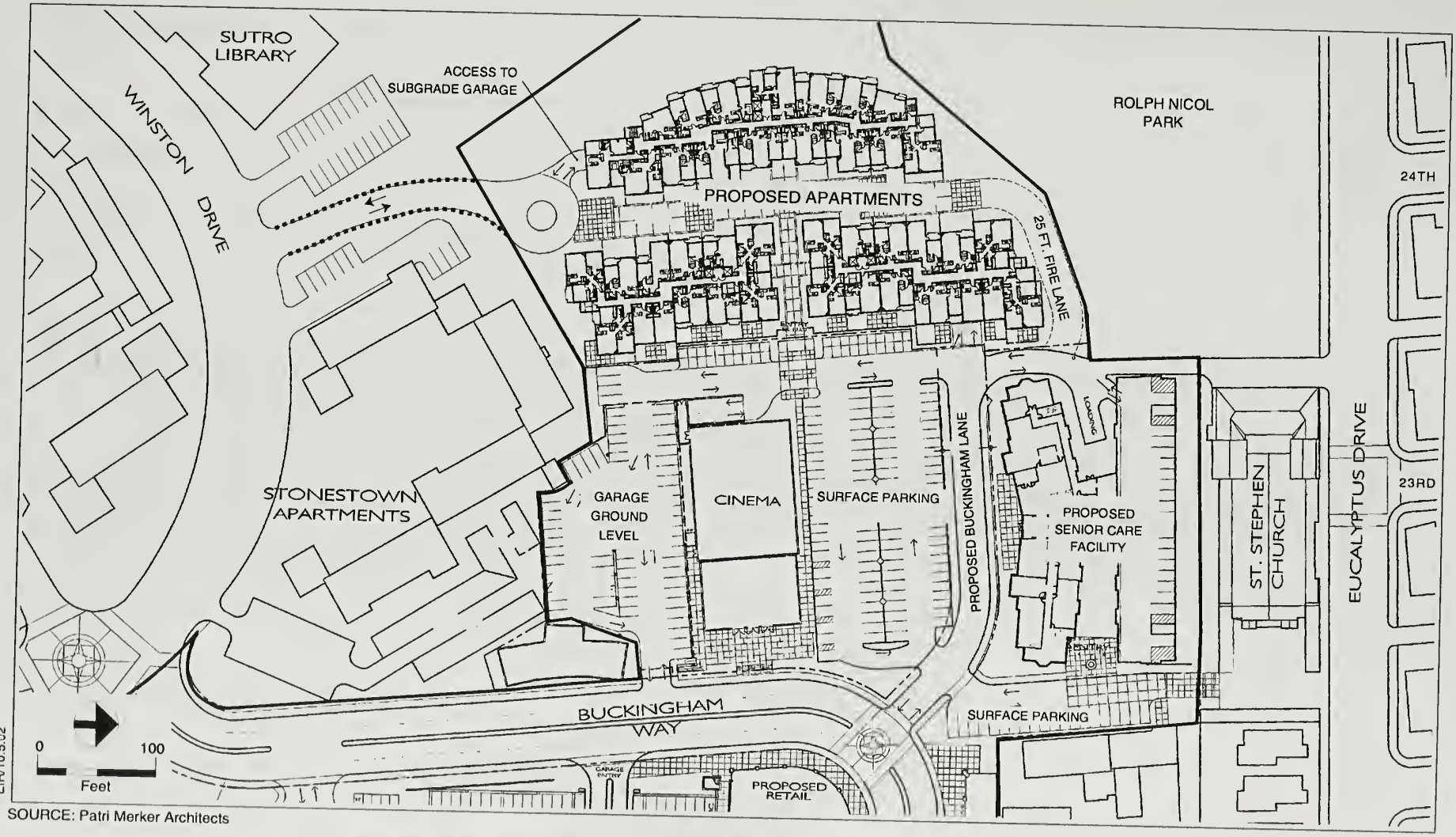
Apartment Community

The 202-unit apartment community would be situated on approximately 2.8 acres along the western portion of Lot 22. Three five-story, 50-foot-tall, detached apartment buildings are proposed. (See Figures 6 and 7: East View of Elevation of Apartment Community.) Apartment building one, located near the western edge of the site, would contain 77 units, totaling approximately 96,250 gsf. Apartment building two, the northernmost building, would contain 60 units, totaling approximately 71,400 gsf; it would contain the apartment community's leasing and management office. Apartment building three, the southernmost building, would contain 65 units and total about 62,350 gsf. Twenty-four of the 202 apartment units would be affordable according to City standards.

A basement-level parking garage, with one space for each apartment unit (202 total parking spaces) and two off-street loading spaces, is planned beneath the footprints of the three apartment buildings. (See Figure 8: West of Buckingham Way Area, Apartment Basement-Level Plan.) Vehicular access would be from Winston Drive via an ingress and egress easement on Lot 23 and from Buckingham Lane, a new roadway proposed west of Buckingham Way.[5] Emergency service vehicles would have access to the site from Buckingham Lane through a 25-foot-wide fire lane adjacent to apartment building two, parallel to the northern property line.

The apartment community would have approximately 78,700 sq. ft. of open space. An 18,300-sq.-ft. central pedestrian walkway and plaza are proposed between the buildings. Approximately

[5] Construction of the vehicular roadway on Lot 23 from Winston Drive would require the removal of four parking spaces currently used for the Stonestown Apartments north of Winston Drive. As part of the proposed project, these parking spaces would be reconfigured elsewhere on the site.



SOURCE: Patri Merker Architects

PROPOSED STONESTOWN VILLAGE PROJECT BOUNDAY

PROPOSED EASEMENT FOR VEHICULAR INGRESS AND EGRESS

STONESTOWN VILLAGE

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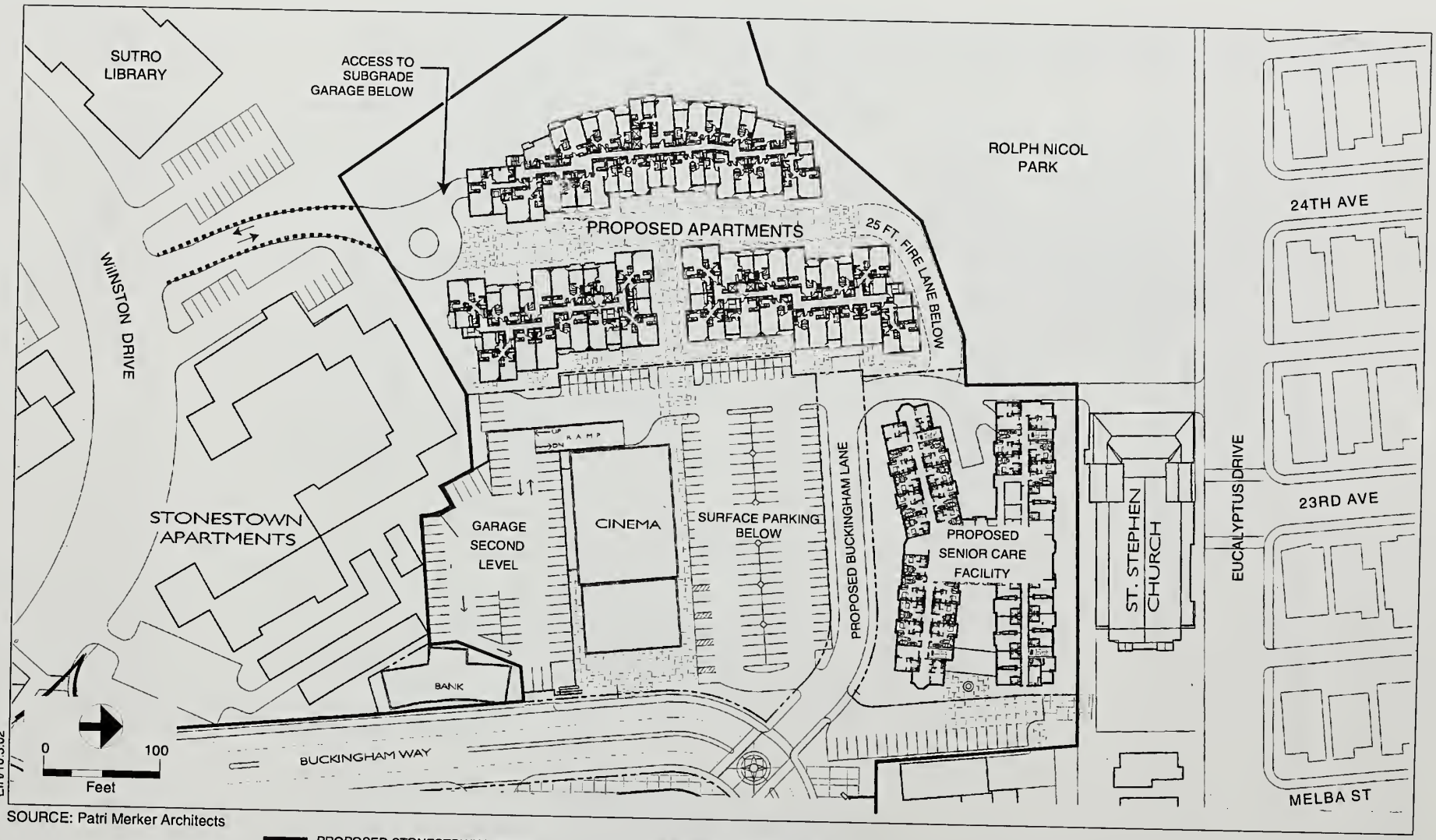
FIGURE 4: WEST OF BUCKINGHAM WAY AREA, FIRST-FLOOR PLAN



SOURCE: Patri Merker Architects

PROPOSED STONESTOWN VILLAGE PROJECT BOUNDAY

PROPOSED EASEMENT FOR VEHICULAR INGRESS AND EGRESS

STONESTOWN VILLAGE

2000.1258E

FIGURE 5: WEST OF BUCKINGHAM WAY AREA, SECOND-FLOOR PLAN

SOURCE: Patri Merker Architects

EIR/10.05.02

STONESTOWN VILLAGE

2000.1258E

FIGURE 6: EAST VIEW OF APARTMENT COMMUNITY

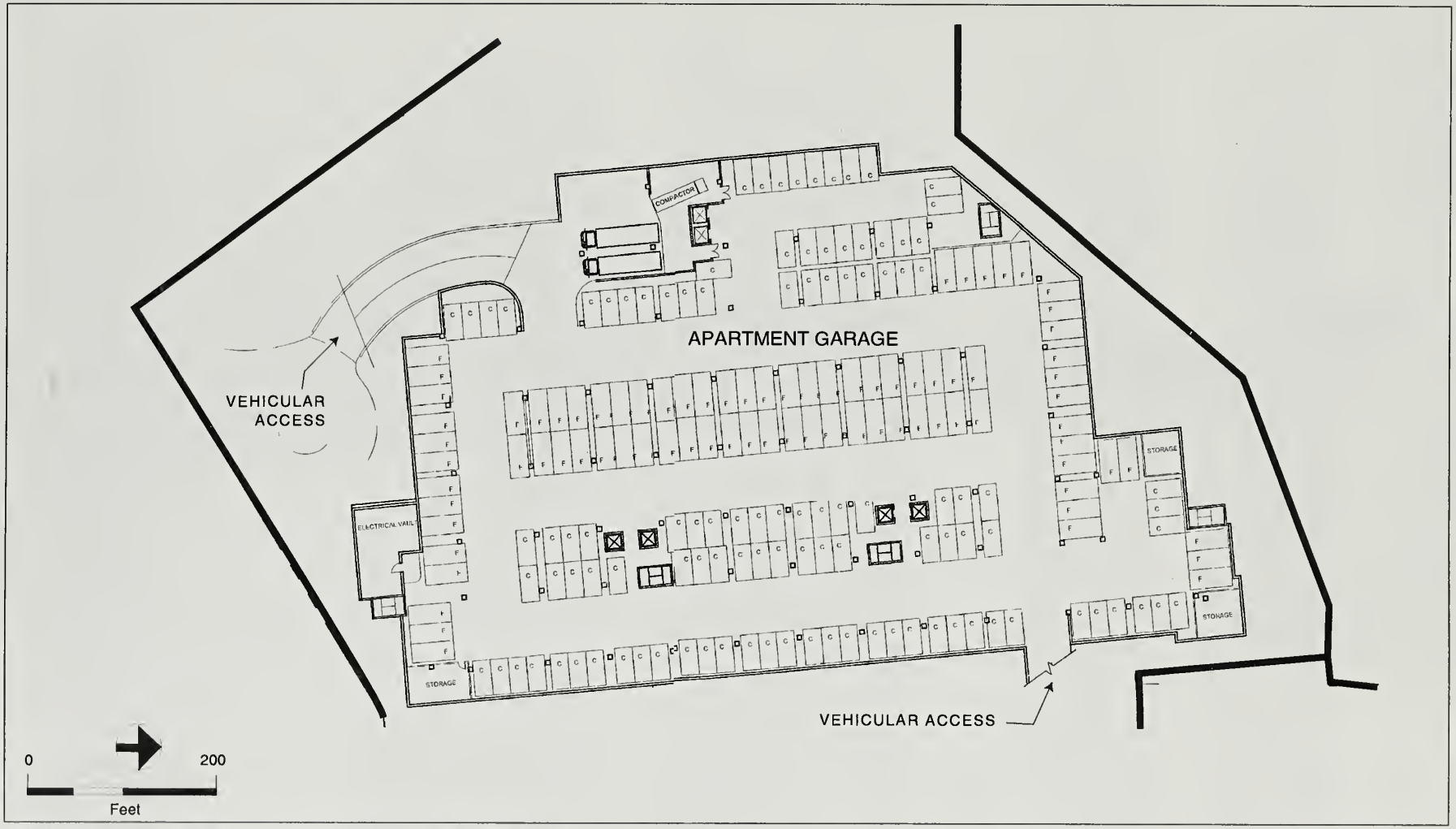
Not to Scale

SOURCE: Patri Merker Architects

STONESTOWN VILLAGE

2000.1258E

FIGURE 7: EAST VIEW OF APARTMENT COMMUNITY IN RELATION TO SURFACE PARKING AND EXISTING CINEMA



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SOURCE: Patri Merker Architects

PROPOSED STONESTOWN VILLAGE PROJECT BOUNDAY

STONESTOWN VILLAGE

2000.1258E

FIGURE 8: WEST OF BUCKINGHAM WAY AREA, APARTMENT BASEMENT-LEVEL PLAN

10,700 sq. ft. of private patios, balconies, and decks would be constructed for some of the units in all three apartment buildings. An approximately 49,660-sq.-ft. community open space is proposed along the western edge of the site; this sloped area contains an existing dense growth of pine and eucalyptus trees, and would be preserved as part of the project.

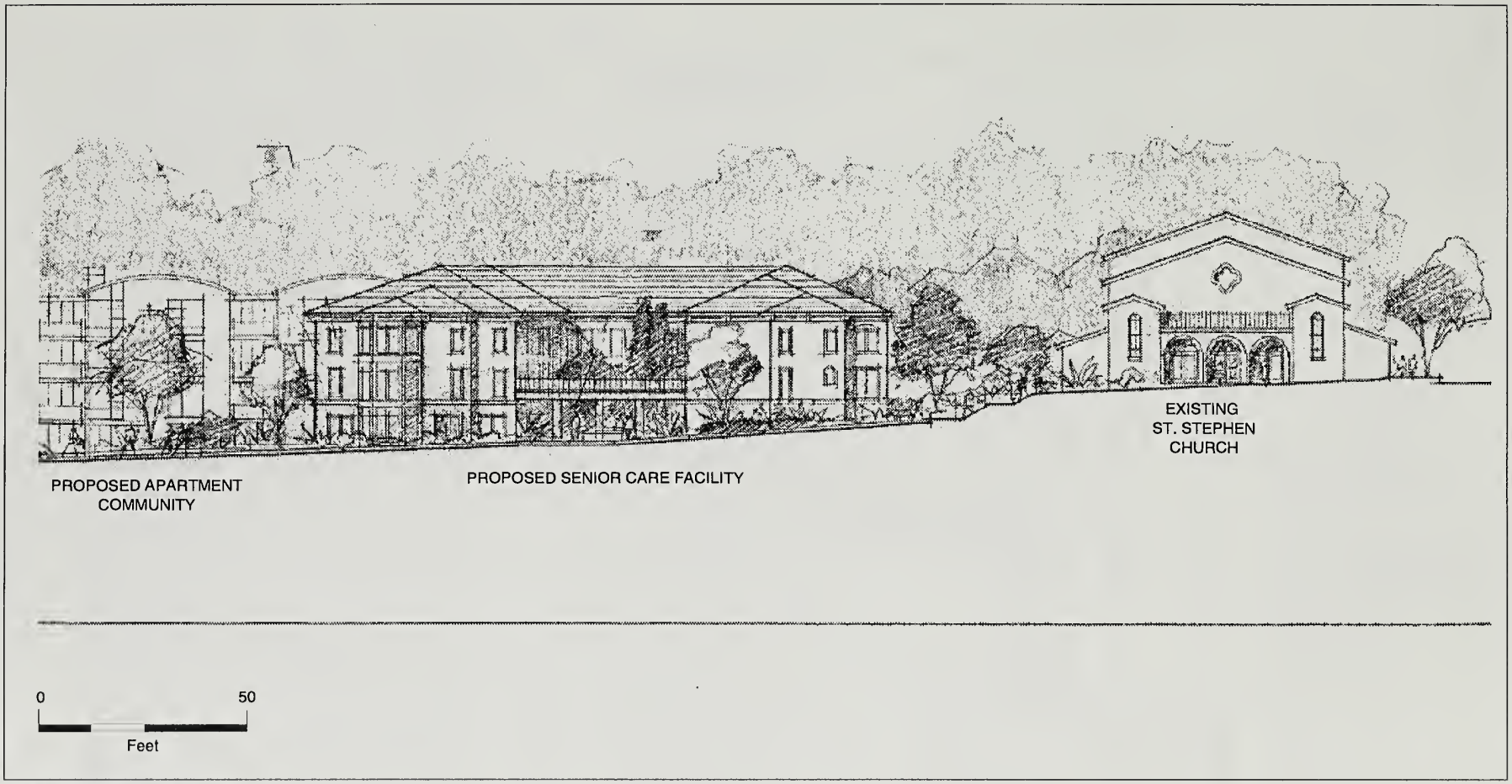
The apartment buildings would be substantially set back from Buckingham Way. The buildings would be set back between about 55 and 160 feet from the western (rear) property line, between 10 and 40 feet from the northern (side) property line abutting Rolph Nicol Park, and between 15 and 95 feet from the southern (side) property line abutting the existing Stonestown Apartments.

Senior Care Facility

The proposed 70,300-gsf senior care facility site is approximately 1.09 acres on the northern portion of Lot 22. The facility would consist of a two- to three-story, approximately 30-foot-tall building, with 72 senior care units and 13 Alzheimer-dementia care units. (See Figure 9: East Elevation of Senior Care Facility.) The facility would have a pitched-roof design.[6] A parking garage with 17 parking spaces is planned at the north end of the building. The parking garage would be level with the first floor of the building's south section. Access to the garage is proposed on the west side of the facility via Buckingham Way. One loading dock is planned south of the parking garage entrance.

The first floor of the senior care facility would provide residential-care amenities, including a dining room, kitchen, common living room, and library, as well as administrative offices. The facility would be licensed by the state, with individualized assistance available 24 hours a day. It would include in-patient care, including meals, medication management, and assistance with a variety of other activities. Approximately 17,220 sq. ft. of open space and landscaping is planned, including roughly 6,000 sq. ft. of courtyard space at the eastern (main) building entrance and above the loading area along the west elevation.

[6] The facility would have a 3:1 pitched-roof design. The building height at top-of-eave for the two-story, northern portion of the building would be 20 feet; it would be 32 feet for the three-story, southern portion of the building. The height of the building would be approximately 30 feet, measured from the centerline of the stepped building in accordance with Planning Code Section 102.12.



SOURCE: Patri Merker Architects

EIR/10.05.02

STONESTOWN VILLAGE

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FIGURE 9: EAST ELEVATION OF SENIOR CARE FACILITY

The proposed facility would be set back approximately 60 feet from Buckingham Way, 20 feet from the northern (side) property line abutting St. Stephen Church, and about 14 feet from the western (rear) property line abutting Rolph Nicol Park.

RETAIL DEVELOPMENT, EAST OF BUCKINGHAM WAY AREA

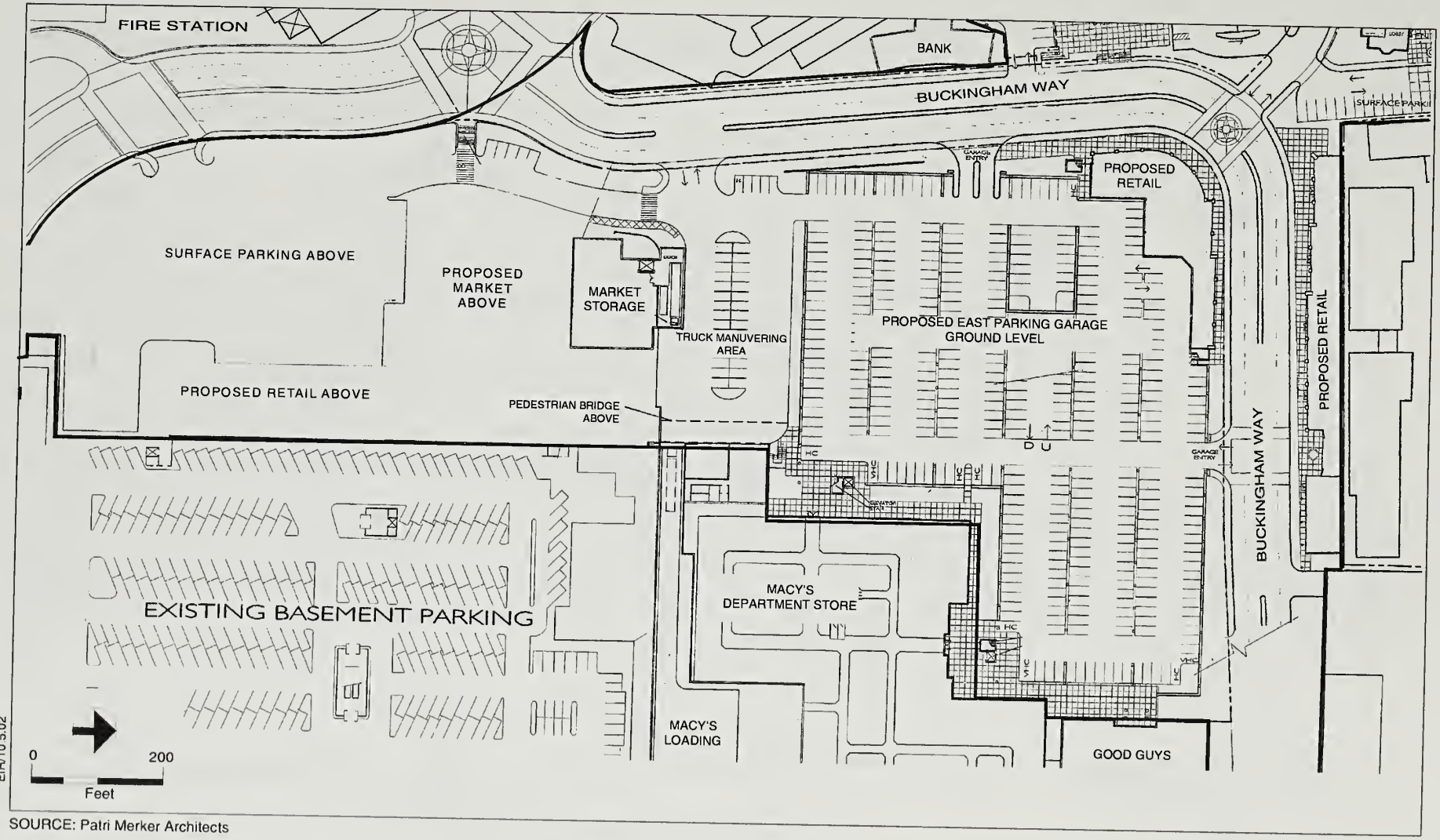
Retail development would include the construction of a grocery market and neighborhood-serving retail spaces on approximately 7.8 acres on portions of Lots 21 and 22. Development would occur primarily east of the north-south-running leg of Buckingham Way west of the Stonestown Galleria shopping center, and north of the east-west-running leg of Buckingham Way. (See Figures 10, 11, and 12: East of Buckingham Way Area, Entry-Level through Third-Level Plans and Figures 13, 14, and 15: West Elevations of Retail and East Garage and Market and Retail, and South Elevation of Market and Retail Uses.)

Grocery Market

The grocery market is proposed to be west of the Stonestown Galleria shopping center. The 27-foot-tall market would contain approximately 41,600 gsf. An entry plaza would be constructed south of the market's main entryway. A loading and truck service entrance is proposed north of the building, approximately 10 feet below the floor elevation of the market. The storage area for the market would be in excavated space below the finished floor. (See Figures 14 and 15: West and South Elevations, Market Area and Retail Areas.)

Neighborhood-Serving Retail

The project would include construction of approximately 24,900 gsf of neighborhood-serving retail space in three separate locations. One location would be at the west-facing entrance into the Stonestown Galleria, south of the proposed market. The entrance would be flanked by two one-story, 15-foot-tall (18 feet measured from the top of parapet) retail spaces totaling 4,500 gsf and 3,000 gsf, respectively. (See Figure 13: West Elevation of Retail and East Garage, View Looking East from Buckingham Way and Winston Drive.) The new spaces would be connected by a proposed 22-foot-tall foyer identifying the entrance into the shopping center. An approximately 7,400-gsf, one-story, 15-foot-tall (18 feet measured from the top of parapet) neighborhood-serving retail space is planned at the "elbow" portion of Buckingham Way; it would be at the northwest corner of the proposed east parking garage. A one-story, 15-foot-tall (18 feet measured from the top of parapet) retail building containing approximately 10,000 gsf would be built on the north



SOURCE: Patri Merker Architects

STONESTOWN VILLAGE

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FIGURE 10: EAST OF BUCKINGHAM WAY AREA, EAST GARAGE ENTRY-LEVEL PLAN

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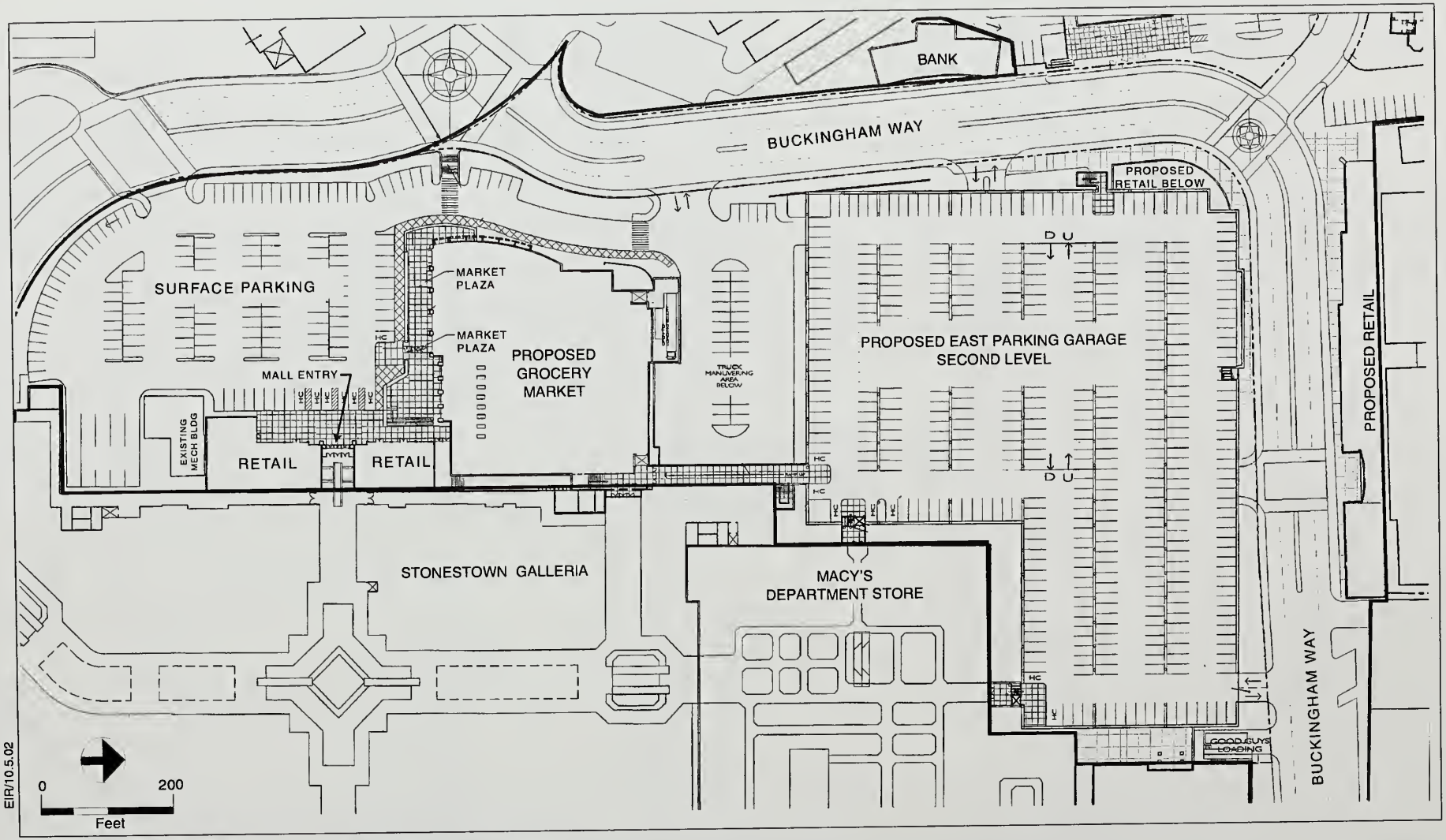

SOURCE: Patri Merker Architects

PROPOSED STONESTOWN VILLAGE PROJECT BOUNDAY

STONESTOWN VILLAGE

2000.1258E

FIGURE 11: EAST OF BUCKINGHAM WAY AREA, MARKET ENTRY-LEVEL PLAN

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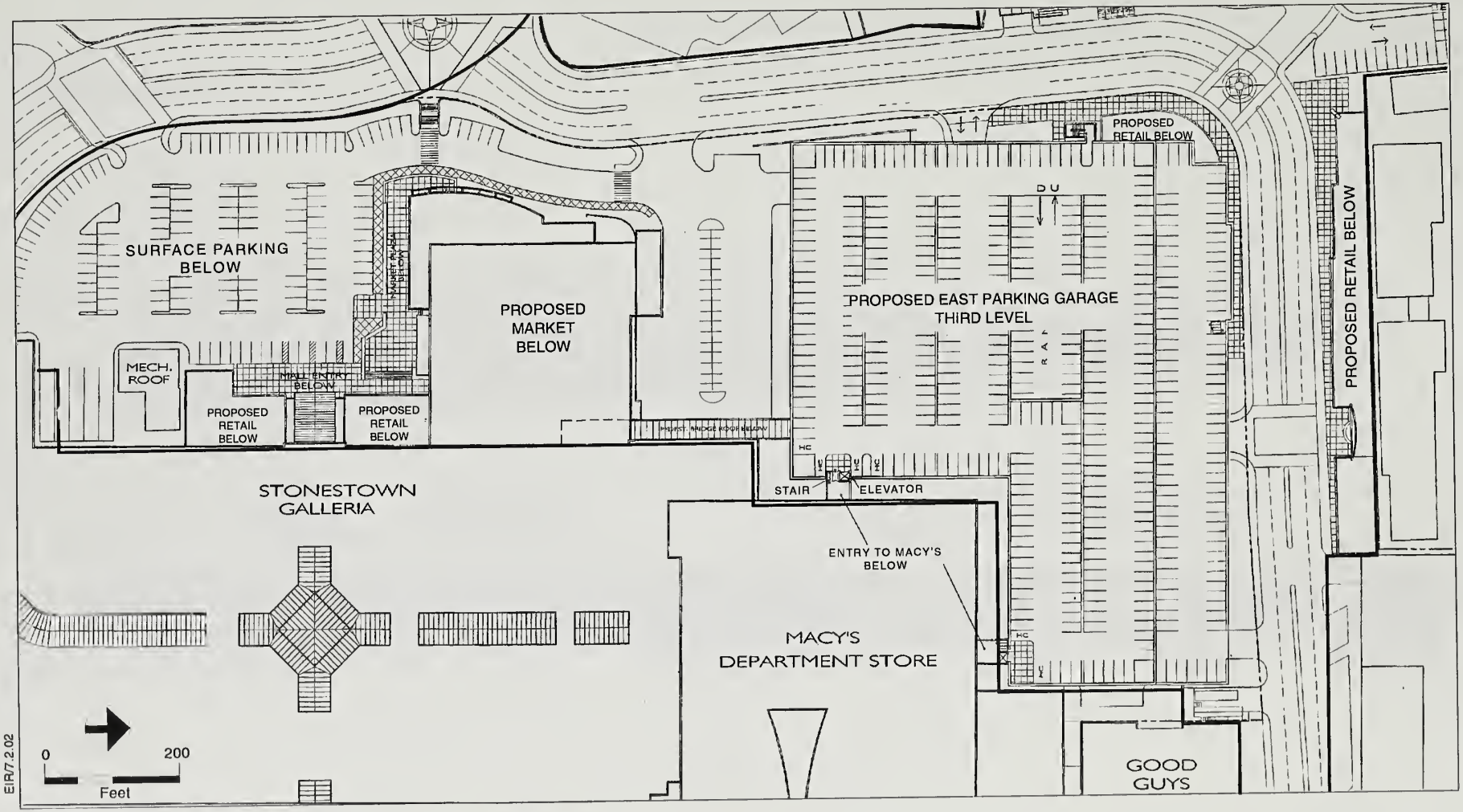

SOURCE: Patri Merker Architects

PROPOSED STONESTOWN VILLAGE PROJECT BOUNDAY

STONESTOWN VILLAGE
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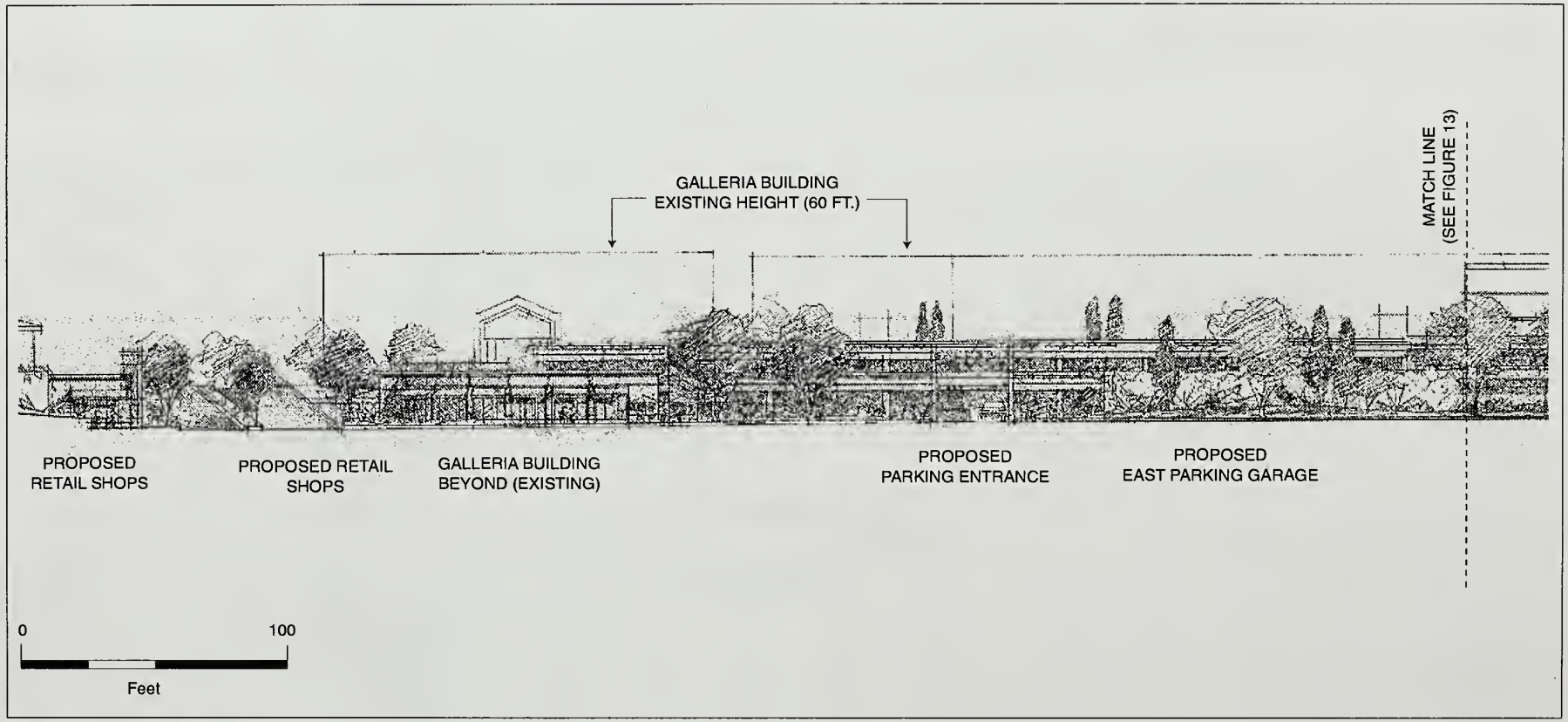
FIGURE 12: EAST OF BUCKINGHAM WAY AREA, EAST GARAGE THIRD-LEVEL PLAN

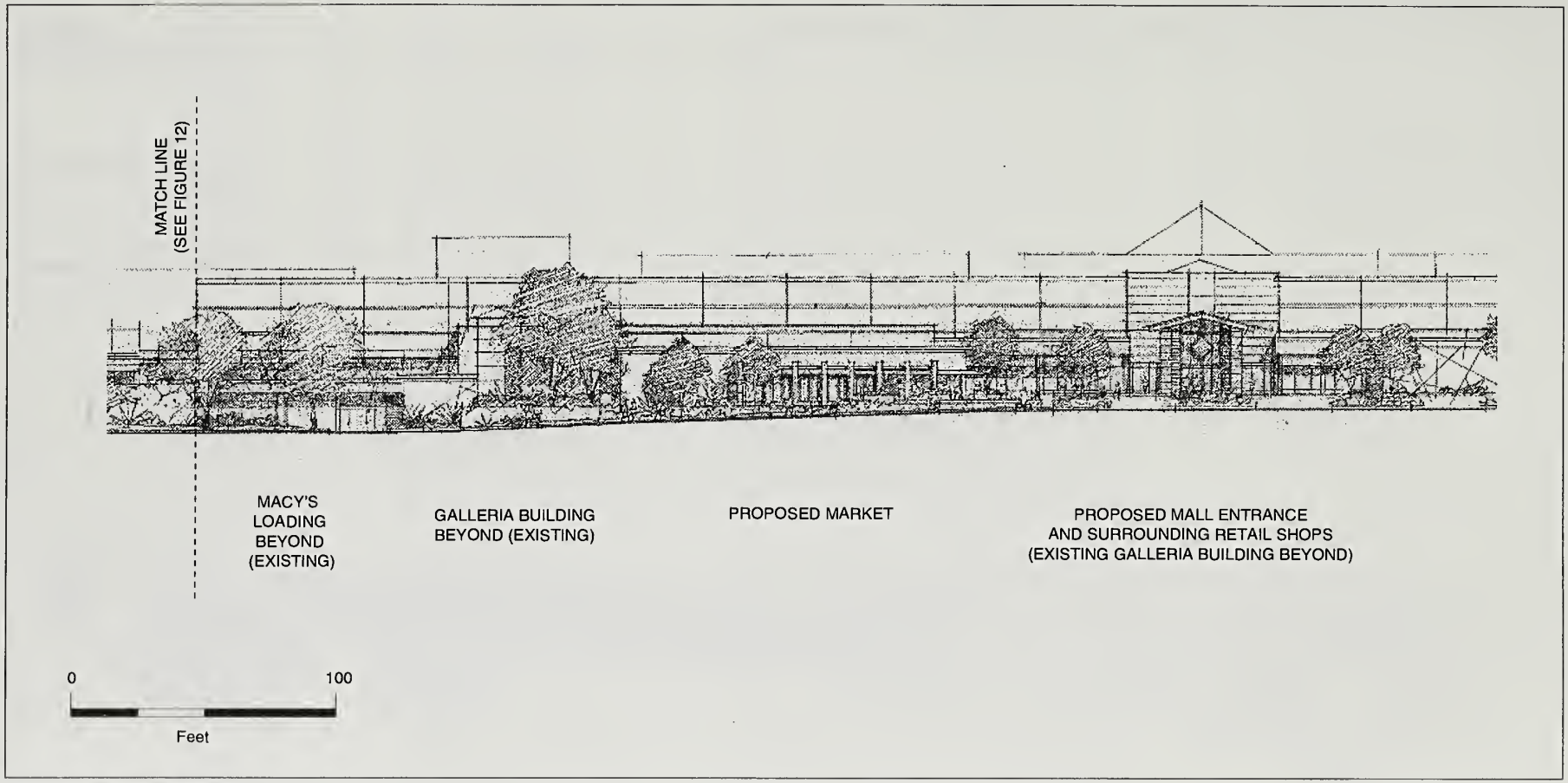


SOURCE: Patri Merker Architects

STONESTOWN VILLAGE

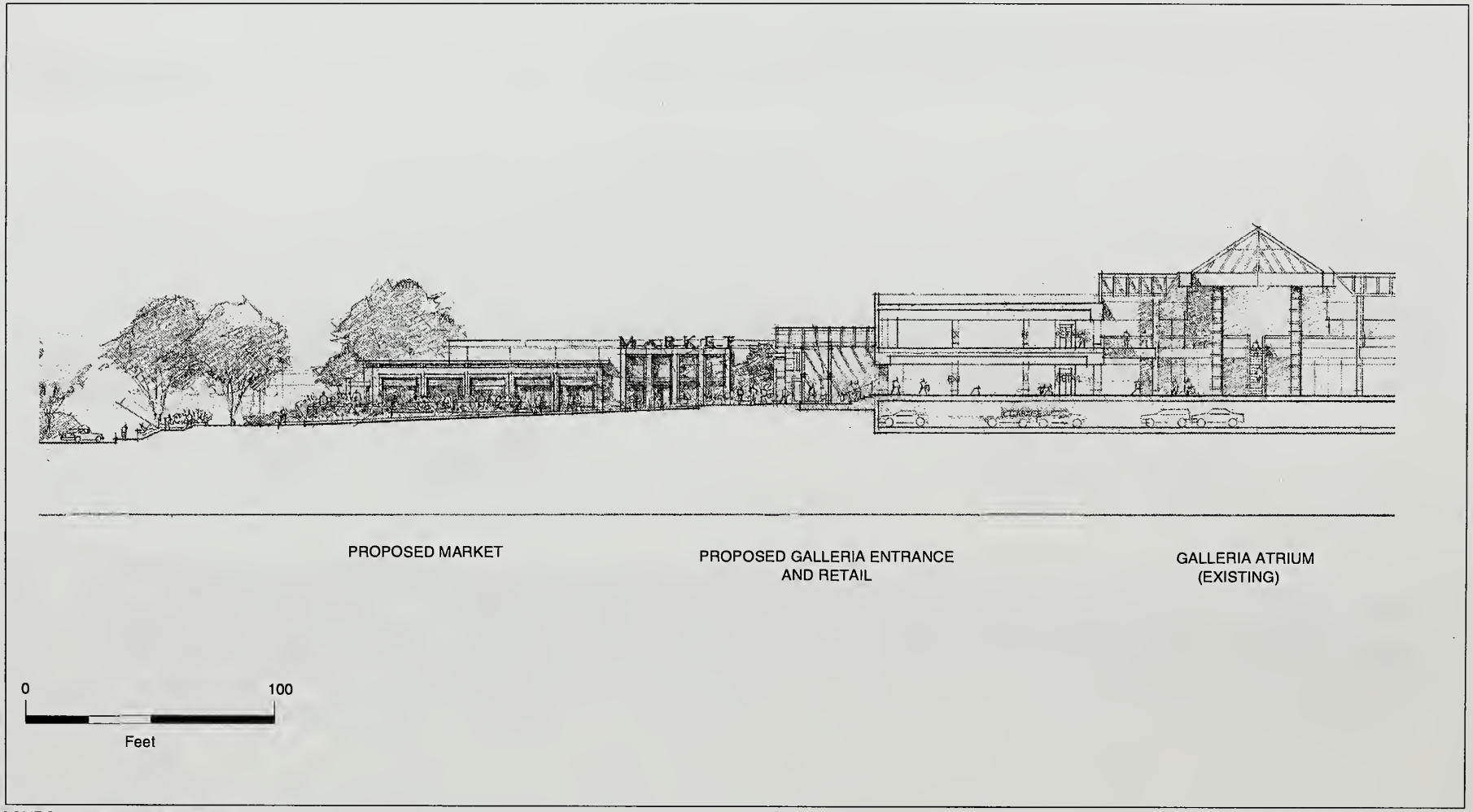
2000.1258E

FIGURE 13: WEST ELEVATION OF RETAIL AND EAST GARAGE, VIEW LOOKING EAST FROM BUCKINGHAM WAY AND WINSTON DRIVE



SOURCE: Patri Merker Architects

FIGURE 14: WEST ELEVATION OF MARKET AND RETAIL, VIEW LOOKING EAST FROM BUCKINGHAM WAY AND WINSTON DRIVE



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SOURCE: Patri Merker Architects

STONESTOWN VILLAGE

2000.1258E

FIGURE 15: SOUTH ELEVATION OF MARKET, VIEW LOOKING NORTH FROM WINSTON DRIVE

side of Buckingham Way adjacent to St. Stephen School. The project would also refurbish the two existing one-story retail/office buildings that total approximately 3,600 gsf and are located north of Buckingham Way and east of the proposed new retail space; the design would be integrated with the new retail. (See Figure 16: South Elevation of Retail Uses, View Looking North from Buckingham Way.)

PARKING TO SERVE RETAIL USES

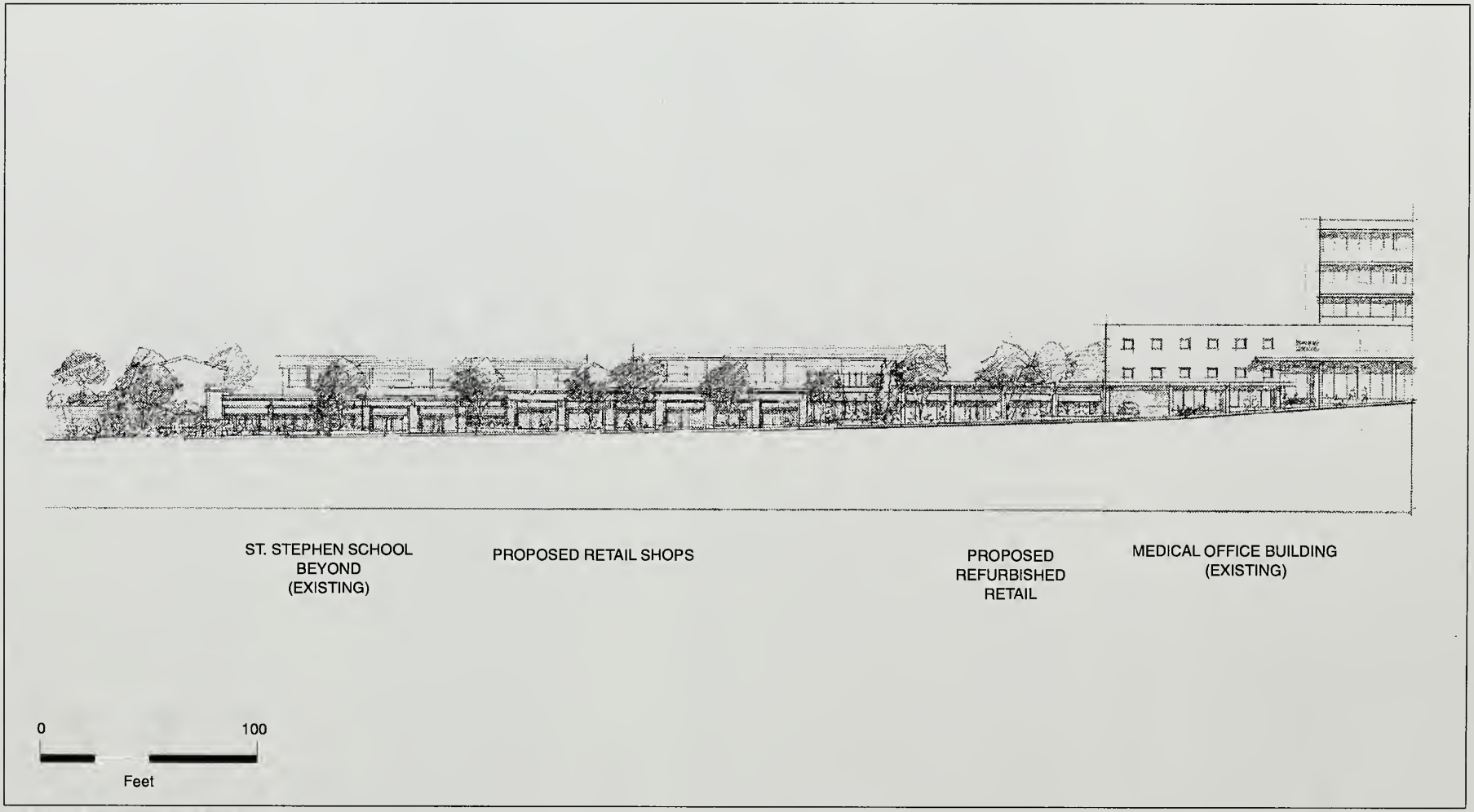
Currently, there are about 3,575 parking spaces serving the Stonestown Galleria and existing cinema. The proposed market and retail areas, along with the proposed apartment community and senior care facility, would be constructed on surface parking lots containing approximately 1,500 parking spaces. The proposed development includes construction of replacement parking and new parking to accommodate the new market and retail spaces. A total of 1,684 parking spaces are planned (for a net increase of 184 new retail spaces). The parking would be in two proposed parking structures, a three-level east garage and the two-level cinema garage, and two reconfigured surface parking lots, one south of the proposed market and the other north of the cinema. Figures 4 and 5 show the first- and second-floor plans of the proposed cinema garage and the reconfigured surface parking lot north of the cinema. Figures 10, 11, and 12 show the first through third levels of the proposed east parking garage and the reconfigured parking lot south of the proposed market.

East Parking Garage

A three-level, 23-foot-tall parking garage is proposed east of Buckingham Way, immediately northwest of the shopping center. (See Figures 10-12: Entry-Level through Third-Level Floor Plans.) The east parking garage would contain 1,219 parking spaces. Ingress and egress would be provided from the north-south leg of Buckingham Way and the east-west leg of Buckingham Way. The third level would contain a pedestrian bridge to a proposed second-level entrance at the Stonestown Galleria shopping center, and to a proposed east entrance into the market.

Cinema Parking Garage

The project would also include construction of a two-level, 12-foot-tall, 145-space parking garage south of the existing cinema. Ingress and egress into the cinema garage would be from the north-south segment of Buckingham Way and from an existing surface parking lot south of the cinema.



SOURCE: Patri Merker Architects

STONESTOWN VILLAGE

2000.1258E

FIGURE 16: SOUTH ELEVATION OF RETAIL USES, VIEW LOOKING NORTH FROM BUCKINGHAM WAY

Surface Parking Lots

The project would reconfigure the surface parking lots south of the proposed market and north of the existing cinema. The reconfigured surface parking lots would contain 165 and 155 spaces, respectively.

SEWER LINE RELOCATION

The current development program proposes to relocate a 36-inch-diameter subsurface sewer line located along the southern edge of Lot 22, in order to clear the property for the proposed residential buildings. The sewer line would be moved south from its present location, crossing under the proposed circular driveway entrance to the apartment community from Winston Way.

D. GENERAL PLAN GOALS AND POLICIES

GENERAL PLAN PRIORITY POLICIES

Before approving a permit for any project requiring an initial study under the California Environmental Quality Act (CEQA), or issuing a permit for any demolition, conversion or change of use, the City is required to find that the proposed project is consistent with the eight General Plan Priority Policies established by Planning Code Section 101.1 (Priority Policies). The Planning Commission's review of the project for consistency with the Priority Policies will take place as a component of its review of the required Planning Code approvals outlined in the Project Approvals section, pp. 51-53. The Priority Policies are preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space.

GENERAL PLAN

The *General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The project would not obviously or substantially conflict with any such policy. In general, the *General Plan* policies not relating to physical environmental effects are considered by the decision-makers (normally the Planning Commission) independent of the environmental review process, as part of the decision to

approve, modify or disapprove a proposed project. The Planning Commission would review the project in the context of applicable objectives and policies of the *General Plan*. Some of the relevant key objectives and policies are as follows:

Residence Element

Objective 1:	To provide new housing, especially permanently affordable housing, in appropriate locations which meets identified housing needs and takes into account the demand for affordable housing created by employment growth.
Objective 1, Policy 1:	Promote development of permanently affordable housing on surplus, under-used and vacant public lands.
Objective 1, Policy 2:	Facilitate the conversion of under-used industrial and commercial areas to residential use, giving preference to permanently affordable housing uses.
Objective 1, Policy 3:	Create incentives for the inclusion of housing, including permanently affordable housing in commercial developments.
Objective 2:	To increase the supply of housing without overcrowding or adversely affecting the prevailing character of existing neighborhoods.
Objective 2, Policy 1:	Set allowable densities in established residential areas at levels which will promote compatibility with prevailing neighborhood scale and character.
Objective 2, Policy 3:	Allowable flexibility in the number and size of units within permitted volumes of larger multi-unit structures, especially if the flexibility results in creation of a significant number of dwelling units that are permanently affordable to lower income households.
Objective 7, Policy 1:	Create more housing opportunity sites for permanently affordable housing.
Objective 7, Policy 2:	Include affordable units in larger housing projects.
Objective 7, Policy 3:	Grant density bonuses for construction of affordable or senior housing.
Objective 12, Policy 2:	Allow appropriate neighborhood-serving commercial activities in residential areas.

Objective 12, Policy 4:	Promote construction of well-designed housing that conserves existing neighborhood character.
Objective 13, Policy 3:	Increase the availability of units suitable for special user groups with special housing needs including large families, the elderly, and the homeless.
Objective 13, Policy 5:	Encourage economic integration in housing by ensuring that new permanently affordable housing is located in all of the City's neighborhoods, and by requiring that all new large market rate residential development includes affordable units.
Objective 16:	To address affordable housing needs through a coordinated state and regional approach.
Objective 16, Policy 1:	Encourage the balancing of regional employment growth with the development and growth of affordable housing in the region.
Objective 16, Policy 2:	Encourage development of housing in the Bay Area which will meet regional housing needs and contribute to the quality of life in the region.

Commerce and Industry Element

Objective 3, Policy 1:	Promote the attraction, retention and expansion of commercial and industrial firms which provide employment improvement opportunities for unskilled and semi-skilled workers.
Objective 6:	Maintain and strengthen viable neighborhood commercial areas easily accessible to city residents.
Objective 6, Policy 1:	Ensure and encourage the retention and provisions of neighborhood-serving goods and services in the City's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.
Objective 6, Policy 2:	Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to economic and technological innovation in the marketplace and society.

Recreation and Open Space

Neighborhood Open Space Objective:	Provide opportunities for recreation and the enjoyment of open space in every San Francisco neighborhood.

Policy 6:	Assure the provision of adequate public open space to serve new residential development.
Urban Design Element	
Objective 2:	Conservation of resources which provide a sense of nature, continuity with the past, and freedom from overcrowding.
Objective 2, Policy 2:	Limit improvements in other open spaces having an established sense of nature to those that are necessary, and unlikely to detract from the primary values of the open space.
Objective 2, Policy 3:	Moderation of major new development to complement the City pattern, the resources to be conserved, and the neighborhood environment.
Objective 2, Policy 6:	Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.
Objective 3, Policy 2:	Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance.
Objective 3, Policy 5:	Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.
Objective 3, Policy 6:	Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.
Transportation Element	
Objective 1, Policy 1.6:	Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.
Objective 7, Policy 7.3:	Maintain a supply of parking commensurate with demand at outlying intercept parking facilities that have good connections to transit and ride-sharing opportunities.
Objective 9:	Improve bicycle access to San Francisco from all outlying corridors.

Objective 11, Policy 11.3:	Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems.
Objective 14, Policy 14.1:	Reduce road congestion through the implementation of traffic control strategies, such as signal-light synchronization and turn controls, that improve vehicular flow.
Objective 14, Policy 14.2:	Ensure that traffic signals are timed and phased to emphasize transit, pedestrian, and bicycle traffic as part of a balanced multi-modal transportation system.
Objective 23, Policy 23.1:	Provide sufficient pedestrian movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.
Objective 24, Policy 24.2:	Maintain and expand the planting of street trees.

E. PROJECT APPROVALS AND SCHEDULE

INTENDED USE OF THIS EIR

The purpose of this Environmental Impact Report is to inform the public and decision makers about the significant environmental effects of the proposed project and ways to reduce or avoid them.

Before any discretionary project approvals may be granted for the project, the Planning Commission must certify the Environmental Impact Report as accurate, objective, and complete. This Draft EIR will first undergo a public comment period as noted on the cover, during which time the Planning Commission will hold a public hearing on its adequacy and accuracy. Following the close of the public comment period, the Planning Department will prepare and publish a Summary of Comments and Responses, containing a summary of all relevant comments received and the Department's responses to those comments. It may also specify changes to the Draft EIR. The Draft EIR, together with the Summary of Comments and Responses, will be considered by the Planning Commission in a public meeting and certified as a Final EIR if deemed adequate. The Commission and other decision-makers, including the Board of Supervisors, will consider the information in the Final EIR in their deliberations on the project.

PROJECT SCHEDULE AND APPROVALS REQUIRED

Project Schedule

The project sponsor expects to construct the project in overlapping phases, although the precise timing and sequence have not been determined. The associated ground-floor retail on the east and south side of Buckingham Way would be constructed first, along with the grocery market and two parking garages; this is anticipated to take between eight to ten months. The apartment community and senior care facility would follow, with construction lasting approximately 16 months. Construction of the retail on the north side of Buckingham Way would begin after the east parking garage is completed, and would take approximately six months. Overall, a two-and-one-half-year construction schedule is anticipated for the project.

Approvals Required

Planning Code Section 303 and 304: Conditional Use Authorization for an Amendment to the Existing Stonestown Galleria Planned Unit Development (PUD)

The project requires Conditional Use authorization from the Planning Commission for an amendment to the existing Stonestown Galleria PUD to modify allowable residential density for the apartment community, and to potentially modify rear yard setback requirements for the senior care facility and apartment community. The procedures for Conditional Use and criteria for review are set forth in Planning Code Sections 303 and 304.

Amendment of Zoning Map Height District to Increase the Height Limit from 40 Feet to 50 Feet for the Apartment Community Development Site

The project requires an amendment to the Zoning Map height district to increase the allowable building height from 40 feet to 50 feet. The requested height amendment would apply to the apartment community located on a portion of Lot 22 of Assessor's Block 7295 that is west of Buckingham Way. The zoning map amendment would be reviewed by the Planning Commission and acted on by the Board of Supervisors.

Subdivision of Lot 22 and Lot Line Adjustment with Lot 23

The project would subdivide portions of Lot 22 into four separate lots, so that the proposed apartment community, senior care facility, and existing cinema and cinema parking would each be

located on a separate lot. The remaining contiguous portions of Lot 22 would be configured into a single lot. The project would adjust the northern lot line of Lot 23 with two new lots containing the cinema and proposed cinema parking, and the apartment community and associated open space areas. The subdivision and lot line adjustment would require Planning Director and Department of Public Works review and approval of a parcel map.

Planning Code Section 295 Review of Net New Shadow on Rolph Nicol Park

The proposed project would cast shadow on Rolph Nicol Park, a property under the jurisdiction of the Recreation and Park Commission. Per Planning Code Section 295, the part of the project that exceeds 40 feet in height (the apartment community) would be reviewed by the Planning Commission and the Recreation and Park Commission as to whether the proposed net new shadow on Rolph Nicol Park would be considered an adverse impact on the use of the park.

Department of Public Works Review of Sewer Line Relocation

The project would include the relocation of an existing sewer line, which would require review and approval by the Department of Public Works.

III. ENVIRONMENTAL SETTING AND IMPACTS

An application for environmental evaluation for the project was filed December 11, 2000. On the basis of an Initial Study published on October 20, 2001, the San Francisco Planning Department determined that an environmental impact report (EIR) was required. The Initial Study determined that the following effects of the project would either be insignificant or would be reduced to a less-than-significant level by mitigation measures included in the project and thus required no further analysis: population and housing, noise, construction air quality, wind, biology, public services and utilities, geology/topography, water, energy/natural resources, hazards, and historic/cultural resources. (See Appendix A for the Initial Study.) The Initial Study determined that the EIR would include the topics of transportation, air quality, and shadows; the topics of land use and visual quality/urban design would be included for informational purposes.

On February 13, 2002, the Planning Department, in conjunction with the Board of Supervisors, held a Public Scoping Meeting to assist the Planning Department in reviewing the scope and content of the EIR for a revised Stonestown Village Project. After receiving public comments on the Initial Study, the Environmental Review Officer issued a memo determining that the scope of the EIR would be expanded to discuss potential significant impacts in the areas of land use and zoning, visual quality and urban design, biology, and hazards in soil and groundwater.[1] This chapter assesses the project's potentially significant impacts in these areas as well as growth inducement.

[1] In a memo dated April 3, 2002, Environmental Review Officer Paul Maltzer determined that the topics of population and housing, noise, utilities and public services, geology and topography, water, energy and natural resources, hazardous building materials, hazardous materials use, emergency response and fire hazards, and cultural resources were adequately and appropriately analyzed in the Initial Study and required no further discussion in the EIR. The memo is on file with the San Francisco Planning Department, 1660 Mission Street, and is available for review, by appointment, as part of the project file.

A. ZONING CONSISTENCY AND LAND USE

SETTING

ZONING AND HEIGHT AND BULK REQUIREMENTS

The project site is in a C-2 (Community Business) zoning district. The C-2 District, as described in Planning Code Section 210.2, provides convenience goods and services to residential areas of the City, both in outlying sections and in closer-in, more densely built communities. Some C-2 Districts provide comparison shopping goods and services on a general or specialized basis to a citywide or regional market area, complementing the main area for such types of trade in downtown San Francisco. These districts can vary from smaller clusters of stores to larger concentrated areas, including both shopping centers and strip developments. Emphasis is on compatible retail uses. A wider variety of goods and services is included to suit the longer-term needs of customers, and greater latitude is given for provisions of automobile-oriented uses.[1] Permitted uses in the C-2 District include residential, elementary schools, post-secondary institutions, retail, office, assembly and entertainment, automotive repair, wholesale, and storage.

The C-2 District permits a basic floor area ratio (FAR) of 3.6 to 1[2], or 6,379,275 gsf for the whole 40.68-acre Stonestown property, and 2,132,700 gsf for the 13.7-acre project site. The project would add 366,800 gsf, bringing the total development for the Stonestown property to 1,231,200 gsf. Permitted dwelling unit density is a maximum of one unit for each 800 sq. ft. of lot area.[3]

One unit of senior housing is permitted for each 400 sq. ft. of lot area.[4] Residential properties in a C-2 District, including senior housing, require 100 sq. ft. of private open space per unit or

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[1] Planning Code Section 210.2. C-2 Districts: Community Businesses.

[2] Planning Code Section 124: Basic Floor Area Ratio.

[3] Planning Code Section 209.1 (i) and (m): Maximum dwelling unit density within an RM-1 District. In accordance with Planning Code Section 215, dwelling density ratio in a C-2 District is determined by the nearest residential district measured from the midpoint of the front lot line, or from a point directly across the street therefrom, whichever permits greater density.

[4] Ibid.

common usable open space at 133 percent of the amount of required private open space.[5] The required rear yard setback for residential properties in the C-2 District is equal to 25 percent of the total depth of the lot, but in no case less than 15 feet.[6] The parking requirement for residential dwellings is one space per unit; it is one space per five units for senior housing. No off-street freight loading is required for any residential development less than 100,000 gsf; two spaces would be required for 200,001-500,000 gsf of residential space.

Parking requirements for retail activity in a C-2 District are one space per 500 sq. ft. of new retail space up to 20,000 sq. ft. and one space per 250 sq. ft. of new retail space thereafter.[7] One freight-loading space is required for any retail structure between 10,001 and 60,000 gsf; no space is required for retail buildings of 10,000 gsf or less.[8]

The portion of the project site west of Buckingham Way is in a 40-X Height and Bulk District (maximum allowable height of 40 feet, no bulk controls). The portion of the site east of Buckingham Way is in a 65-D Height and Bulk District (maximum allowable height of 65 feet, maximum building length and diagonal dimension of 110 feet and 140 feet for portions above 40 feet in height).[9]

LAND USE

Existing Conditions

The Stonestown Village project site covers approximately 13.7 acres of portions of Lots 21, 22, and 23 in Assessor's Block 7295. The project site is bisected by Buckingham Way, which runs north-south from Winston Drive, then curves to run east-west through the shopping center. The current use of the project site is primarily surface parking for the existing Stonestown Galleria shopping center and cinema, containing about 1,500 parking spaces. The western portion of the project site on Lot 22 contains half of a 60-foot-wide sewer easement located within a forested,

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[5] Planning Code Section 135: Usable Open Space for Dwelling Units and Group Housing.

[6] Planning Code Section 134 (c)(1): Rear-yard setback requirements in C districts.

[7] Planning Code Section 151: Off-Street Parking Requirements.

[8] Planning Code Section 152: Off-Street Freight Loading Requirements.

[9] Planning Code Section 270: Bulk Limits: Measurement.

sloped area of pine and eucalyptus trees. The United Artists Cinema building is west of Buckingham Way near the center of the site. The northern portion of the project site on Lot 22 north of Buckingham Way contains two buildings: The building at 553 Buckingham Way is occupied by a Good Guys car stereo installation store, and the building at 555 Buckingham Way is occupied by SATI, a software office. The remaining portions of Lots 21 and 22 that are outside of the project site area are occupied by the Stonestown Galleria shopping center, surface parking lots, and a parking garage west of Nordstrom department store. Lot 23 contains the existing Stonestown Apartment buildings and surface parking.

The project site is located within the Lakeshore geographic area of southwest San Francisco. As noted in Chapter II, Project Description, land use in the vicinity of the proposed project is a mix of retail, office, public/institutional uses (university, schools, library, church, a YMCA, and fire station), low-density and high-rise residential, parks and open spaces, and parking. The project site is immediately bounded on the east by the Stonestown Galleria shopping center including the building containing Macy's department store, and on the south by a parking structure for the Nordstrom store and other Stonestown Galleria retail. The existing two- to ten-story Stonestown Apartments, the Sutro Library, and San Francisco Fire Department Station 19 are to the south and southwest of the project site. West of the site is a trussed elevated sewer within a forested, sloped area of pine and eucalyptus trees. Rolph Nicol Park, which has a children's play area in the eastern portion of the central lawn, borders the northwest corner of the site. St. Stephen Church and St. Stephen School and school playground are located along Eucalyptus Drive to the north. Existing neighborhood-serving retail, offices, a medical facility, and a YMCA are to the northeast.

In the greater vicinity (within one-half mile) are the Merced Manor residential neighborhood and Sigmund Stern Grove Park to the north; the Lakeside, Ingleside Terrace, St. Francis Wood, and West of Twin Peaks residential neighborhoods across 19th Avenue to the east; San Francisco State University and the Park Merced Apartments to the south; and Lowell High School, Lakeshore Alternative School, and Lake Merced to the west.

Cumulative Context

Lowell High School is currently undergoing a renovation project designed to improve campus facilities. The plans do not currently provide for any increase in enrollment or other population at the site. The YMCA is currently processing a building permit application for interior renovation. YMCA staff have indicated that there are no current plans for expansion of the facilities. San

Francisco State University is not currently undertaking any expansion activities. As with all institutions, this could change in the future depending on enrollment or other planning considerations. The Planning Department is aware of one replacement project involving an earthquake-damaged dormitory facility. Because this is a replacement project, it would not be expected to cause an increase in population or land use pattern.

Planning Department staff has identified 11 sites within approximately one-half mile of the site that could be considered "soft sites" where development might potentially occur either because the property is vacant or because redevelopment may be likely in light of the current use of the site. Ten of these sites are zoned RH-1(D) (One-Family [Detached Dwelling]). Nine of these are vacant, and the other is a double lot containing a small single-family home. The remaining property is a vacant City-owned property zoned NC-1 (Neighborhood Commercial Cluster District). No applications have been filed for development of these sites, and accordingly any potential development is speculative at this time.

IMPACTS

SIGNIFICANCE CRITERIA

The project would be considered to have a significant effect on the environment if it would substantially disrupt or divide the physical arrangement of an established community, or have any substantial impact upon the existing character of the vicinity.

ZONING, HEIGHT AND BULK CONSISTENCY

The proposed project includes apartment units, senior housing, retail services, and associated parking. All of the proposed uses are permitted principal uses in a C-2 District. The approximately 366,800 gsf of proposed combined residential and retail space would be within the permitted FAR for the 13.7-acre property.[10]

The maximum allowable density for the proposed apartment community would be 153 units; the project proposes 202 units, requiring a Conditional Use authorization from the Planning

[10] The existing Stonestown Galleria contains approximately 864,400 gsf of retail space, including the existing cinema. The proposed project includes approximately 366,810 gsf of mixed-use development space. The total proposed gsf for the Galleria property as a whole would be approximately 1,231,210 gsf, an FAR of 1.4:1, and 1.7:1 for the 13.7-acre project site.

Commission to modify the existing Stonestown Galleria Planned Unit Development (PUD), as noted in Chapter II, Project Description. Allowable senior housing density would be 121 units; the proposed 85 units of senior housing would be within this amount. The apartment buildings would be set back from 55 to 160 feet from the rear property line, and the senior care facility would be set back 14 feet from the rear property line (western). Because lot line boundaries for the proposed new lots containing the residential components have yet to be determined, it is not known at this time whether the buildings would conform to rear yard setback requirements. Therefore, a Conditional Use authorization for an amendment to the existing Stonestown Galleria PUD for a lesser setback may be required, as noted in Chapter II, Project Description. Approximately 78,700 sq. ft. and 17,220 sq. ft. of open space are proposed for the apartment community and senior care facility, respectively.

There would be 202 parking spaces for the 202 apartment units proposed. Two off-street loading spaces are planned in the basement garage in conformity with Code requirements. No loading spaces are proposed for the senior care facility and none are required; 17 parking spaces are planned for the senior care facility, which is the minimum number required by Code.

The proposed 66,500 sq. ft. of new retail space would contain approximately 53,610 sq. ft. of occupied floor area, therefore requiring 174 parking spaces; the new development would provide 184 net new spaces to serve the proposed retail uses.[11] One loading space is proposed north of the market's storage area, adjacent to the truck maneuvering area and parking lot. No loading spaces are required for the other retail buildings, and none are proposed.

The apartment community buildings are proposed to be 50 feet in height. As noted in the Approvals Required section in Chapter II, Project Description, an amendment to the Zoning Map height district is requested for the apartment community site. The senior care facility and retail structures would comply with existing height and bulk limitations.

CHANGE IN LAND USE

The project would constitute a substantial physical change in land use from primarily surface parking to residential and retail uses with associated parking. The proposed apartments would be

[11] The required number of parking spaces is derived from standard Planning Department methodology, and assumes approximately 85 percent occupancy factor for new retail space. Actual occupancy numbers may vary.

similar in use to the existing Stonestown Apartments located immediately south of the project site, but would be lower in density and height. Single-family residential neighborhoods are located in the greater vicinity, north of the site across Eucalyptus Drive and east across 19th Avenue.

The development's proposed market and neighborhood-serving retail would add more retail space to the existing Stonestown Galleria. The neighborhood-serving retail would be of lower intensity than the Galleria shopping center.

CONCLUSIONS

The proposed mixed-use development would increase the intensity of existing land uses on the project site and introduce residential components. The project would be consistent with land uses permitted in the C-2 District and compatible with existing land uses in the vicinity, including high-density residential and neighborhood-serving retail uses immediately adjacent to the site.

The proposed apartment buildings would be five stories. The buildings' heights and density would exceed those permitted by Code, but would be less than the nearby ten-story apartments to the south. Potential visual impacts and impacts due to shadows from the apartments are analyzed in Section III.B, Visual Quality and Urban Design, and Section III.E, Shadows.

The project would not create significant land use or zoning impacts because it would not disrupt or divide the physical arrangement of an established community. Because it would be consistent with land uses permitted in the C-2 District and compatible with existing land uses in the vicinity, the project would not have a substantial impact upon the existing character.

The information presented above in Cumulative Context would not alter this conclusion. Projects for which applications have been submitted have been considered in the analysis, and other potential development remains speculative. When future projects proceed, their consistency with existing land uses and impacts on existing population, including the proposed project, will be assessed. However, the Transportation section of this report accounts for potential future growth by conservatively assuming a 1 percent compound annual growth rate (16 percent between 2000 and 2015) to the arterial streets, and a 0.5 percent compound annual growth rate (8 percent between 2000 and 2015) to selected turning movements. The cumulative Air Quality analysis discussion is based on those Transportation numbers. See pp. 108-111.

B. VISUAL QUALITY AND URBAN DESIGN

The Initial Study, published on October 20, 2001, determined that the project could not have a significant adverse effect related to visual quality. (See Appendix A, Initial Study, p. 19.) Environmental Review Officer Paul Maltzer's April 3, 2002, memorandum issued following the Stonestown Public Scoping Meeting determined that the EIR would assess the project's visual impacts, including visual quality and design of the proposed structures, in the context of project surroundings.

This discussion of visual impacts assesses the visual compatibility of the proposed project with the surrounding environment and scale of development. This section has two parts. The Setting describes the visual character of the project area generally and in the immediate vicinity of the project site. In this context, the Impacts discussion that follows assesses the project's visual compatibility with its surroundings.

SETTING

GENERAL AREA BUILDING FORM

The project site is part of the Stonestown Galleria property within the Lakeshore geographic area of southwest San Francisco. This geographic area is generally characterized by low-rise residential neighborhoods and large recreational areas such as the San Francisco Zoo and the Lake Merced area that includes lakes, public parks, and several golf courses.

The greater project vicinity includes the existing two-, three-, and ten-story Stonestown Apartments (up to 104 feet tall) to the south, and the institutional-scale buildings of the San Francisco State University campus to the south of the Stonestown Galleria. University buildings closest to the project site and immediately south of the Stonestown Galleria are six to seven stories tall or up to 80 feet. Further to the south are the Park Merced Apartments, consisting of two- to ten-story, 126-foot-tall, multi-family apartment buildings.

To the west of the project site are Lowell High School and Lakeshore Alternative School. Lowell High School and playing fields border the western edge, while Rolph Nicol Park borders the northwestern corner of the site on the north.

The Merced Manor residential neighborhood, consisting of predominantly one- to two-story single-family homes, is to the north across Eucalyptus Drive. It is one of the older established residential neighborhoods in southwest San Francisco and dates back to the 1930s. Parking spaces for individual residences in this neighborhood are accessed via service alleys; that is, houses front on typical residential streets with alleys to the rear. Institutional buildings, such as St. Stephen Church and St. Stephen School, also form a part of this neighborhood. Generally, the neighborhood exhibits a Spanish-Mission architectural style.

The Lakeside and Ingleside Terraces residential neighborhoods are to the east across 19th Avenue. The Lakeside neighborhood, consisting predominantly of one- to two-story single-family homes, is to the east between 19th Avenue and Junipero Serra Boulevard. Most of the homes here date back to about the 1940s and exhibit Art Deco-inspired elements. Further east across Junipero Serra Boulevard is the Ingleside Terraces neighborhood, an old, established neighborhood that dates back to the late 1800s.

Overall, the greater project vicinity is characterized by a general pattern of low-rise, commercial retail development with accompanying structured and surface parking, surrounded by mid-rise institutional-scale development and low- to high-rise multi-family residential development to the south; low-rise, single-family residential and some institutional-scale development to the north and east; and loosely clustered residential development and large recreational open areas to the west.

IMMEDIATE PROJECT VICINITY

For the purposes of this discussion, the "immediate project vicinity" generally encompasses the area bounded by the Merced Manor neighborhood and Eucalyptus Drive to the north, Lowell High School and playing fields to the west, Winston Drive to the south, and 19th Avenue to the east.

The project site is south of Eucalyptus Drive and to the west and northwest of the Stonestown Galleria shopping center. The shopping center with its surface parking extends eastward to 19th Avenue. The site is bisected by Buckingham Way, which runs north-south from Winston Drive, then curves to run east-west through the shopping center.

The existing two-, three-, and ten-story Stonestown Apartments fronting Buckingham Way and Winston Drive are adjacent to the project site on the south and southwest. The western edge of

the site is a forested area of pine and eucalyptus trees that slopes down steeply to the Lowell High School playing fields. A row of mature Monterey pine trees extends about 250 linear feet along the northwest corner of the property. Rolph Nicol Park borders this northwestern corner of the site. This park has a forested perimeter of 30- to 75-foot-tall eucalyptus and cypress trees encircling a central lawn with benches and a play area in the eastern portion. St. Stephen Church and St. Stephen School are immediately north of the project site along Eucalyptus Drive. Across Eucalyptus Drive is the Merced Manor residential neighborhood. Existing neighborhood-serving retail, offices and a YMCA are to the northeast.

The project site is surrounded on the east by the Stonestown Galleria, including Macy's department store, and on the south by parking structures for the Nordstrom store and other Galleria retail. The two-story, 53-foot-tall Stonestown Galleria building is similar in height or taller than most development in the immediate vicinity, including the low-rise portion of Stonestown Apartments; both churches on 19th Avenue, the two-story GK1-SF Indonesian Presbyterian Church and the two-story Temple Baptist Church; the two-story St. Stephen Church and school; the two-story YMCA building on Eucalyptus Drive; and the four-story office building at the intersection of Buckingham Way and 20th Avenue. The ten-story Stonestown Apartments, the six- to seven-story San Francisco State University buildings south of the existing Stonestown Galleria, and the more-distant 12-story Park Merced Apartments are taller than the Stonestown Galleria buildings as well as other buildings in the immediate project vicinity.

ADJACENT DEVELOPMENT AND NEIGHBORHOOD CHARACTER

Development in the project vicinity assumes a variety of forms. The Stonestown Galleria dates back to the mid-1980s and falls into the category of contemporary retail mall architecture. It has a typical shopping mall structure with a central, double-volume, sky-lit atrium space. The Merced Manor residential neighborhood to the north displays a predominance of building, facade, and landscape elements inspired by the Spanish Mission-style aesthetic. The nearby St. Stephen Church and School, with their clay tile pitched roofs, stucco walls and colonnades, also seem stylistically related to the Spanish Mission-style architecture. Stonestown Apartments and the nearby smaller commercial structures display an International Modernist architectural style with their simple box-like massing, large expanses of windows, and otherwise minimalist articulation.

PROJECT SITE

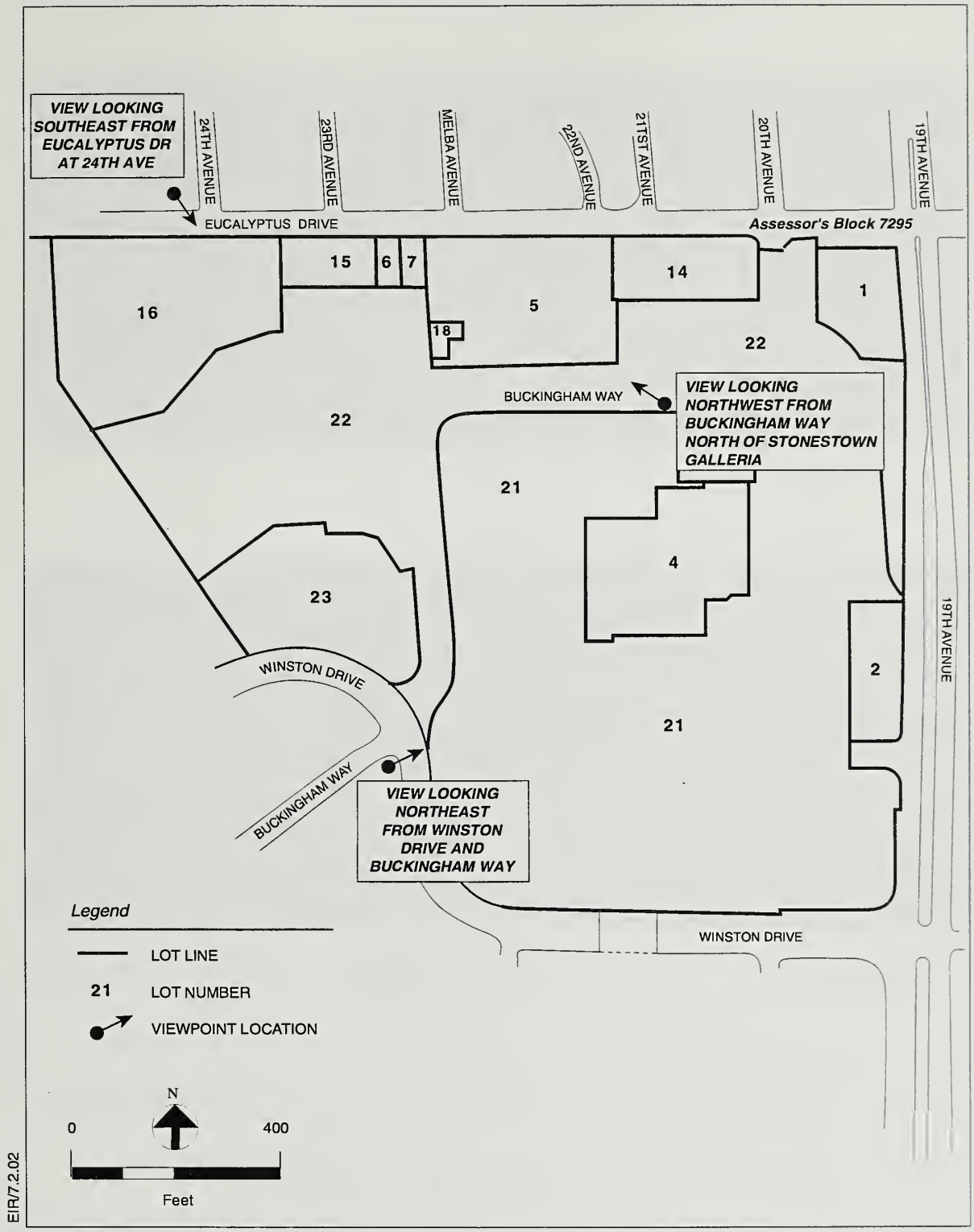
The project site is primarily surface parking for the Stonestown Galleria with a few low-rise buildings. These include the two-screen cinema near the center of the project site, immediately west of the north-south leg of Buckingham Way; and a one-story office building and the one-story Good Guys car stereo installation store on the north side of Buckingham Way.

EXISTING VIEWS

Photographic views from three locations illustrate conditions in the project vicinity and at the project site. (See Figure 17: Viewpoint Locations.) Each view of existing conditions (denoted as "A. Existing") in Figures 18-20 is shown for comparison alongside a superimposed visual simulation of the proposed project (denoted as "B. Proposed Project"). The proposed project is discussed later in this section under Impacts.

Long-range views of the sites of the residential and parking components of the project site from the north from Merced Manor residential neighborhood across Eucalyptus Drive are mostly obscured by the two-story St. Stephen Church and two-story St. Stephen School, the dense cover of trees in Rolph Nicol Park, and beyond that, by eucalyptus trees along the western edge and Monterey pine trees along the northwestern edge of the site. (See Figure 18: Views Looking Southeast from Eucalyptus Drive at 24th Avenue.) Close-up views of the site looking south across the St. Stephen Church entry court are unobstructed.

Long-range views of the project site from the east from 19th Avenue are obscured by buildings fronting this street, including the two churches: the two-story GK1-SF Indonesian Presbyterian Church and the two-story Temple Baptist Church; and by the Stonestown Galleria shopping center, the four-story office building, the YMCA building, and St. Stephen School. A portion of the site along the east-west leg of Buckingham Way would be partially visible from 19th Avenue at the corner of the GK1-SF Indonesian Presbyterian Church property. Existing close-up views of the project site from Buckingham Way looking east include parking, a one-story office building, and the one-story Good Guys car stereo store, with the rear of St. Stephen School beyond them along the northern edge of the street. The southern edge of Buckingham Way is lined with trees, and beyond that, a portion of the Galleria's surface parking lot and the entrance court to the cinema can be seen. (See Figure 19: Views Looking Northwest from Buckingham Way North of Stonestown Galleria.)



EIR/7.2.02

SOURCE: Turnstone Consulting

STONESTOWN VILLAGE

2000.1258E

FIGURE 17: VIEWPOINT LOCATIONS

ST. STEPHEN CHURCH

ROLPH NICOL PARK

A. EXISTING

B. PROPOSED PROJECT

PROPOSED SENIOR CARE FACILITY
(behind tree canopy)

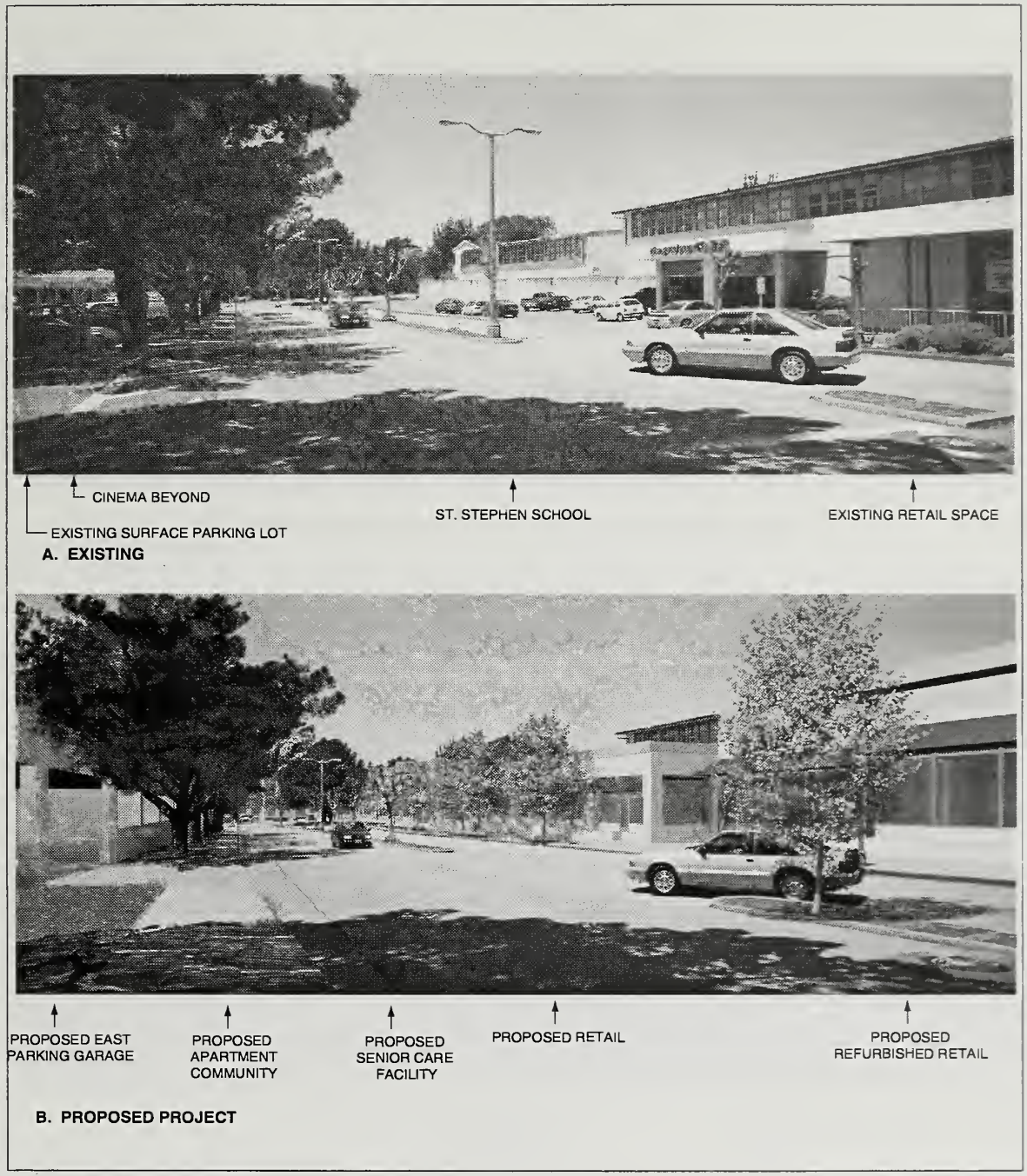
EIR/7.2.02

SOURCE: Square One Productions

STONESTOWN VILLAGE

2000.1258E

FIGURE 18: VIEWS LOOKING SOUTHEAST FROM EUCALYPTUS DRIVE AT 24TH AVENUE



SOURCE: Square One Productions

STONESTOWN VILLAGE

2000.1258E

FIGURE 19: VIEWS LOOKING NORTHWEST FROM BUCKINGHAM WAY NORTH OF STONESTOWN GALLERIA

Long-range views of the project site from the south from San Francisco State University are mostly obscured by the intervening two-, three-, and ten-story Stonestown Apartments and the Stonestown Galleria. The cinema and surrounding parking are visible from the south from Winston Drive, immediately north of the existing Nordstrom garage; views of the western portion of the site are blocked by the Stonestown Apartments. Long-range views of the project site from the west from Lake Merced Boulevard and Lowell High School playing fields are obscured by trees and the rise in elevation to the site; views of the Galleria are blocked by the Stonestown Apartments. Close-up views of the project site at the southwest intersection of Buckingham Way and Winston Drive are partly obscured by trees lining the eastern sidewalk of this street. Beyond the trees, a surface parking lot and the rear of Stonestown Galleria can be partially seen. (See Figure 20: Views Looking Northeast from Winston Drive and Buckingham Way.)

IMPACTS

SIGNIFICANCE CRITERIA

A project may result in significant adverse impacts on visual quality if it would cause a substantial, demonstrable negative aesthetic effect or substantially degrade or obstruct any scenic view or vista now observed from public areas. The project would have such an effect if it were to: 1) be substantially incompatible with the surrounding environment by introducing structures of substantially greater size, mass, and scale into the area; or 2) substantially change important view corridors and obstruct scenic views.

Changes in visual quality and urban design would result from two aspects of the proposed project: 1) removal of the surface parking lots on the site; and 2) construction of the proposed development, which includes increasing the height limit from 40 feet to 50 feet at the site of the proposed apartment community.

PROJECT DESIGN

Residential Component

Apartment Community

The apartment community is framed against the backdrop of a forested area of pine and eucalyptus trees immediately to the west and north. The apartment community would have a

A. EXISTING

EXISTING STONESTOWN APARTMENTS

STONESTOWN GALLERIA

PROPOSED THREE-LEVEL EAST PARKING GARAGE

PROPOSED MARKET

B. PROPOSED PROJECT

EIR/9.05.02

SOURCE: Square One Productions

STONESTOWN VILLAGE

2000.1258E

FIGURE 20: VIEWS LOOKING NORTHEAST FROM WINSTON DRIVE AND BUCKINGHAM WAY

central pedestrian walkway and plaza between the three buildings. The apartment buildings would be substantially set back from Buckingham Way and from the western or rear property line. They would be set back about 10 to 40 feet from Rolph Nicol Park, and 20 feet from the southern property line.

At five stories, the 50-foot-tall apartment community would be somewhat taller than the predominantly two- to three-story residential buildings and the church in the immediate vicinity. Accordingly, to be compatible with the existing neighborhood scale, the project would apply a combination of architectural devices and surface materials visually to break up the building massing; for instance, the buildings would have an approximately 12-foot-tall, stone-tile, wrap-around building base, above which would rise the second to the fifth floors. Above the base, each of the buildings would be vertically differentiated by a system of stucco-finished building bays with flat roofs and cornices alternated with building bays with horizontal wood siding and curving vaulted roofs. Wooden trellises and balconies with steel railings at the upper levels are intended to break down the mass of the buildings. The use of trellis elements and landscaped walls at the first floor is intended to create a sense of privacy for the ground-floor units. The use of the Art Deco-style stucco finish and window elements in the apartment community is also intended to relate to the examples of these same elements in the neighborhood.

Senior Care Facility

The design of the 30-foot-tall senior care facility is intended to relate to the adjacent St. Stephen Church. The facility would be set back approximately 36 feet from the south-facing wall of the church. Accordingly, this building would employ characteristics of the Mission Style such as a clay tile roof and stucco exterior walls.

Retail Component

Grocery Market. Proposed to the west of Stonestown Galleria, this 27-foot-tall market would have an open-air market plaza to the south, immediately west of the new proposed entrance. The market would have fold-away doors and retractable awnings along the market plaza. The market would have a typical commercial retail building layout that would be scaled down using trellis elements, awnings, and lower cornice heights.

Neighborhood-serving retail. The design of the one-story neighborhood-serving retail is intended to create a retail environment similar to the nearby Lakeside and West Portal neighborhoods. The

buildings would have a stone-tile building base; above the base would be stucco walls with cornices. Large plate glass windows partly shielded by fabric awnings would open onto the street. Overall, these buildings are intended to have an intimate neighborhood scale that relates to the pedestrian environment on Buckingham Way. Two existing buildings on the eastern edge of the site would be refurbished to appear similar to the adjacent neighborhood-serving retail space north of Buckingham Way.

Parking Component

East Parking Garage. This 23-foot-tall parking garage would be constructed entirely in precast concrete. A one-story retail space is planned for the corner of the garage at the "elbow" portion of Buckingham Way; this would provide pedestrian interest. The massing of the garage would also be broken down by landscape elements such as flowering vines planted at the corners.

Cinema Garage. This 12-foot-tall garage would be similar in design to the east parking garage. In terms of elevation, it would be one-half story, about five feet below the grade of the existing sidewalk along Buckingham Way, and therefore not prominent from the street. The second level of the garage would be open to the sky. The garage would be constructed adjacent to the existing Stonestown Apartments to the south. To minimize potential glare on the apartment units from vehicles parked on the upper level of the garage, screening elements, such as trellises and/or landscaping, would be incorporated in its design, in accordance with Planning Code Section 141(d).

VIEWS OF THE PROPOSED PROJECT

Views from the North Looking South from Merced Manor and Eucalyptus Drive at 24th Avenue

Views from the north from the Merced Manor residential neighborhood would be oriented towards the proposed apartment community, senior care facility, and east parking garage; views of these project buildings would be partially obscured by the tree cover in Rolph Nicol Park and by the intervening buildings of St. Stephen Church and St. Stephen School.

Views from the central lawn in Rolph Nicol Park looking south would be oriented towards the proposed apartment community, senior care facility, and beyond that, towards the parking lots surrounding the cinema and the proposed east parking garage. These views would mostly be

blocked by the park's 30- to 75-foot-tall eucalyptus and cypress trees encircling the central lawn of the park and the Monterey pine trees on the northwestern perimeter of the project site.

Similarly, views of the proposed apartment community and senior care facility looking south and southwest from the intersection of Eucalyptus Drive at 24th Avenue would mostly be obscured by the trees in Rolph Nicol Park, and beyond that, by trees along the eastern edge of the site. (See Figure 18: Views Looking Southeast from Eucalyptus Drive at 24th Avenue.) Views of the apartment community would be blocked, but a small portion of the upper levels of the senior care facility would be visible through a gap in the foliage in this view. No other project buildings would be visible from this location.

Construction of the apartment community and fire lanes would require pruning of the lower branches of the 55- to 75-foot-tall Monterey pine trees along the northwestern property line adjacent to Rolph Nicol Park. Up to 250 linear feet of the pines would be affected by pruning, which includes about 20 trees.[1] Removal of lower branches could open up some views of the proposed apartment community from Eucalyptus Drive; existing trees and shrubs in Rolph Nicol Park would continue to provide screening at this level.

View from the East Looking West from Buckingham Way North of Stonestown Galleria

Views from the east from 19th Avenue would look towards the proposed senior care facility, neighborhood-serving retail spaces north of Buckingham Way, and the east parking structure. With the exception of the neighborhood-serving retail spaces, views of these project structures would be obscured by intervening buildings. For instance, views of the senior care facility would be blocked by the intervening Presbyterian Church, the four-story office building, the YMCA building, and St. Stephen School. Neighborhood-serving retail spaces along Buckingham Way would be partially visible behind the four-story office building from 19th Avenue at the corner of the Presbyterian Church property. Views of the east parking structure, grocery market and reconfigured surface parking lot would be blocked by the intervening Temple Baptist Church and Stonestown Galleria shopping center.

Looking west along the east-west leg of Buckingham Way from 20th Avenue, the refurbished buildings and a new neighborhood-serving retail building would be visible to the north of the

[1] Arborist recommendations for tree pruning activity are discussed in Section III.F, Biological Resources, pp. 133-134.

street behind street trees lining the street median and northern sidewalk. The east parking garage would be visible to the south of the street. (See Figure 19: Views Looking Northwest from Buckingham Way North of Stonestown Galleria.) The refurbished existing buildings and new neighborhood-serving retail building would abut the rear of the St. Stephen School boundary wall. As shown in the figure, the architecture of the refurbished buildings would appear similar to the new neighborhood-serving retail building; their facades would exhibit similar elements such as stone-tile building base, stucco walls with cornices, and large plate glass windows partly shielded by fabric awnings. The refurbished buildings would be separated from the new neighborhood-serving retail building to the west by a recessed courtyard.

Views of the east parking garage would block existing views of the entrance court to the cinema. The northern entrance to the east parking garage would be visible on the south side of the street; it would be aligned with the recessed courtyard. A pedestrian crosswalk would lead from the garage entrance to the courtyard across Buckingham Way. The pedestrian scale of the proposed neighborhood-serving retail and refurbished buildings is shown in this view.

Looking further to the west, the proposed apartment community and senior facility would be visible behind the street trees lining Buckingham Way.

View from the Southwest Looking Northeast from the Intersection of Winston Drive and Buckingham Way

Views from Winston Drive at Buckingham Way would look towards the reconfigured surface parking lot, the grocery market and east parking garage. Views of these retail and parking components of the project from the intersection of Buckingham Way and Winston Drive would be partly obscured by street trees lining the eastern sidewalk of Buckingham Way. (See Figure 20: Views Looking Northeast from Winston Drive and Buckingham Way.) Beyond the trees, a portion of the reconfigured surface parking lot and proposed grocery market would be seen against the backdrop of Stonestown Galleria. A portion of the market plaza, along its southern facade, would be seen to the south, including facade elements like the trellis and lower cornice heights intended to soften the scale of the 27-foot-tall building. To the northeast, portions of the east parking garage would be visible.

CONCLUSION

The proposed project would increase development on the project site; the height and bulk of the proposed buildings would be less than or similar to the Stonestown Galleria and within the wide range of heights that characterizes the project vicinity.

Buildings in the project vicinity are varied in form. Although the proposed buildings would introduce a new combination of forms to the mix and several structures along Buckingham Way would be refurbished, an overall sense of visual order and coherence when looking along Buckingham Way would be established. Surrounding buildings are varied in exterior surface treatment; they are generally nonreflective, light in tone and unobtrusive in expression. In terms of design, the project buildings would be generally compatible with buildings in the vicinity.

The buildings in the project vicinity are varied with respect to their relationship to the street, but an overall pattern of a pedestrian relationship with the street is discernible. The proposed buildings would continue this by including features that would create visual continuity with the surroundings and convey a sense of human scale at street level. No important views or scenic corridors would be blocked. For these reasons, the proposed project would not significantly degrade the visual character of the project vicinity.

The proposed project would include outdoor lighting typical of retail and multi-unit residential buildings in the project vicinity; no unusual amount of light or glare would be created that would interfere with nighttime views. With installation of trellises and/or landscaping on the cinema garage, potential glare affecting apartment units in the Stonestown Apartments would be minimal. Therefore, the project would not cause significant light and glare.

C. TRANSPORTATION

A transportation study for the proposed project was conducted by CHS Consulting Group.[1] The results are summarized in this section.

SETTING

TRANSPORTATION STUDY AREA

The transportation analysis established study areas around the project site for traffic, transit and parking. These study areas are shown on Figure 21. For the traffic analysis, 17 study intersections were identified as locations likely to be most affected by the proposed project. The study intersections are those internal to the Stonestown site as well as nearby intersections on all four sides of Stonestown. Intersections more distant from the project site were not analyzed as part of the study because project-generated traffic would be dispersed among the many local streets further from the project site. The transit lines included in the study area are those that have stops within or adjacent to Stonestown. Parking was studied both within Stonestown and, more generally, in the nearby Merced Manor, Lakeside, and Ingleside Terrace neighborhoods.

ROADWAY NETWORK

Regional Access

State Highway 1 (SR 1) provides direct access to the project site. SR 1 is a north-south arterial connecting the Peninsula via I-280 in the south with US Highway 101 and the Golden Gate Bridge in the north. In San Francisco, SR 1 runs along 19th Avenue south of Golden Gate Park; it is designated a major arterial in the Transportation Element of the *General Plan*,[2] with six lanes of traffic (three in each direction) for most of its length and a parking lane in both directions. Left turns are generally prohibited at signalized intersections on 19th Avenue, except at the intersection of Winston Drive, just east of the proposed project, where two left-turn lanes are provided in the northbound approach. The Muni Metro

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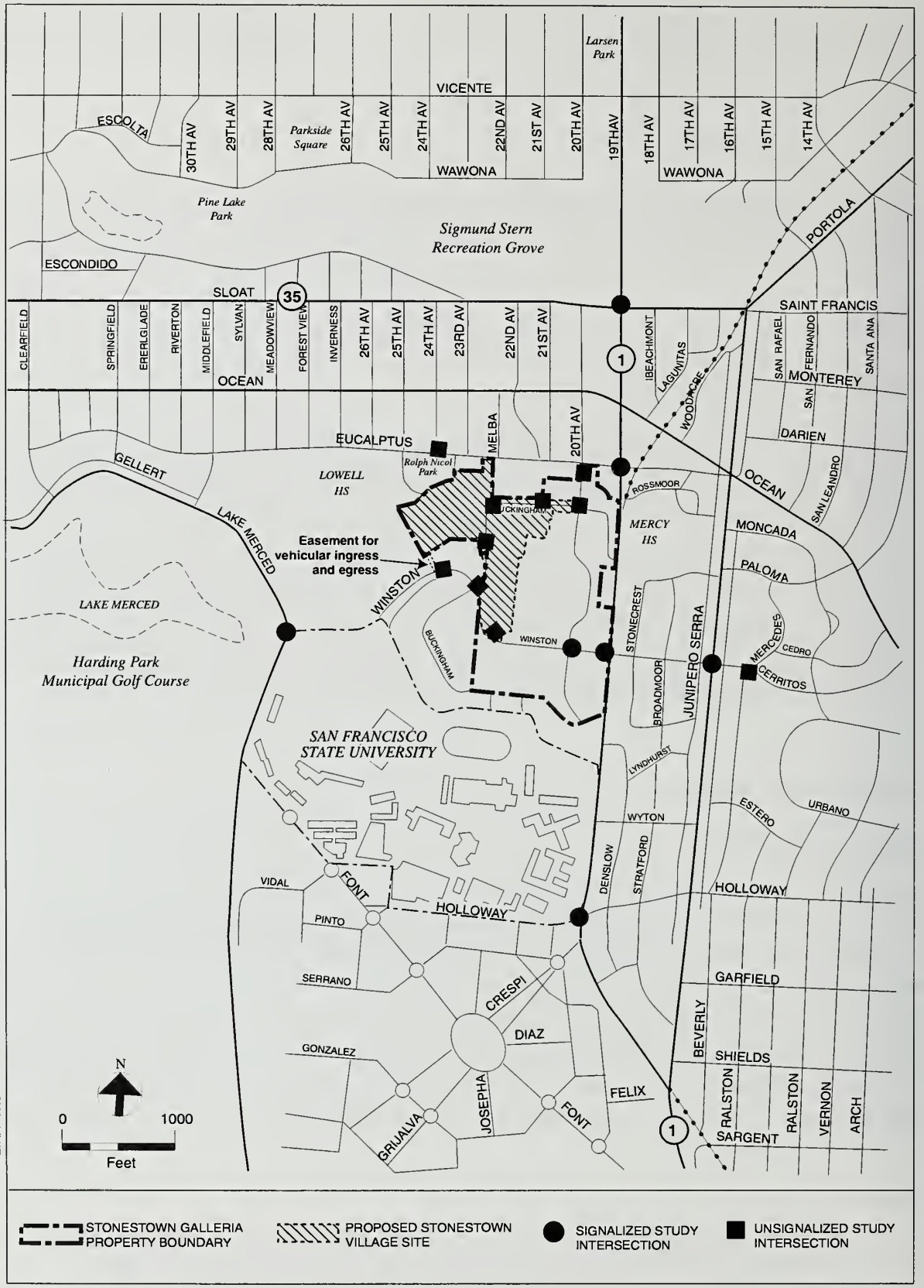
[1] CHS Consulting Group, *Stonestown Village Project Transportation Study*, December 2002. This report is on file with the San Francisco Planning Department, 1660 Mission Street, and is available for review, by appointment, as part of the project file.

[2] San Francisco Planning Department, *General Plan*, Transportation Element, July 1995.



EIR/10.5.02

SOURCE: CHS Consulting

STONESTOWN VILLAGE

2000.1258E

FIGURE 21: TRANSPORTATION STUDY AREA

M line runs in an exclusive right-of-way in the median of 19th Avenue and crosses the northbound lanes of 19th Avenue south of Eucalyptus Drive to turn onto Ocean Avenue.

Local Access

Ingress and egress to the proposed project would be primarily taken from five streets in the vicinity of the project site.

Lake Merced Boulevard is designated as a secondary arterial in the *San Francisco General Plan*. It is a four-lane street generally running north-south and intersects with Winston Drive west of the proposed project. Lake Merced Boulevard provides access from Sunset Boulevard to Stonestown.

Winston Drive is an east-west local street that traverses the project site. In the vicinity of the site, Winston Drive has two lanes in each direction; there is a signal at 19th Avenue and an all-way stop-controlled intersection at Buckingham Way. Parking is prohibited along Winston Drive, except east of Buckingham Way where there is on-street parking for two vehicles in the westbound direction and eight vehicles in the eastbound direction.

Buckingham Way is a local street that extends from 20th Avenue to Winston Drive through the project site. South of the Winston Drive/Buckingham Way intersection, it traverses the Stonestown Apartments (to the west of the Stonestown Galleria) and loops around to connect with 19th Avenue. Within Stonestown, Buckingham Way has two lanes in each direction. Parking is not permitted on this portion of Buckingham Way. North of Winston Drive, Buckingham Way is privately owned by the owners of the Stonestown Galleria.

Twentieth Avenue is a north-south local street located on the east side of the Stonestown Galleria. From Eucalyptus Drive to Buckingham Way south of Stonestown, 20th Avenue is privately owned by Stonestown and provides internal circulation access to parking lots within Stonestown. Twentieth Avenue has one lane in each direction within the study area and on-street parking is prohibited on both sides of the street.

Eucalyptus Drive is an east-west local street north of the project site. Parking is permitted on both sides of Eucalyptus Drive. Between 20th Avenue and 19th Avenue, Eucalyptus Drive has three lanes in the eastbound direction and one lane in the westbound direction. West of 20th Avenue, Eucalyptus has one lane in each direction.

Intersection Operating Conditions

Weekday and Weekend Conditions

Intersection levels of service (LOS) were evaluated using the 1994 Highway Capacity Manual method at 17 intersections in the vicinity of the proposed project during the weekday p.m. peak hour (approximately 4:30 p.m. to 5:30 p.m.) and the weekend midday peak hour (approximately 1:15 p.m. to 2:15 p.m.). LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. LOS ranges from A, which indicates free flow or excellent conditions with short delays, to F, which indicates congested or overloaded conditions with extremely long delays. LOS A, B, C, and D are considered excellent to satisfactory service levels, while LOS E is undesirable and LOS F is unacceptable. Table 1 shows the LOS and estimated average delay at each study intersection.

During the weekday p.m. peak hour, four intersections operate at LOS E or F: 19th Avenue and Sloat Boulevard, 19th Avenue and Winston Drive, 19th Avenue and Holloway, and Buckingham Way and Winston Drive. Of these, the intersection of Buckingham Way and Winston Drive is not signalized.

During the weekends, three intersections operate at LOS E or F during the midday peak hour: 19th Avenue and Sloat Boulevard, 19th Avenue and Winston Drive, and 20th Avenue and Buckingham Way. The 20th Avenue and Buckingham Way intersection is not signalized.

Holiday Period Conditions

Traffic conditions were also analyzed for the peak holiday season, for informational purposes. Christmas period traffic impacts were not used to determine the significance of the proposed project impacts, because these conditions do not represent typical traffic conditions. Traffic counts were taken during the 1999 Christmas season for the weekday p.m. peak and the weekend midday peak periods. Eleven intersections were analyzed. The five internal driveways were not analyzed for holiday LOS, as no holiday traffic counts were available.

In general, traffic volumes are moderately higher during the holiday period than during a typical weekday. Consequently, traffic is slightly worse during the holiday season. Five of the 11 intersections analyzed operate at LOS E or F during the holiday weekday p.m. peak hour and during the holiday weekend midday peak hour: 19th Avenue and Sloat Boulevard, 19th Avenue and Winston Drive, 19th Avenue and Holloway, 20th Avenue and Buckingham Way, and Buckingham Way and Winston Drive.

Table 1: Existing Intersection Levels of Service (Weekday and Weekend)

Intersection		Weekday PM Peak		Weekend Midday	
		LOS	Delay (V/C)	LOS	Delay (V/C)
19th Ave. and Sloat Blvd.	Signal	F	>60 (1.94)	F	>60 (1.61)
19th Ave. and Eucalyptus Dr.	Signal	B	11.8	B	10.5
19th Ave. and Winston Dr.	Signal	F	>60 (1.25)	F	>60 (1.27)
19th Ave. and Holloway Ave.	Signal	E	41.0 (0.94)	D	32.7
20th Ave. and Winston Dr.	Signal	C	15.1	C	20.5
Junipero Serra Blvd. and Winston	Signal	D	32.5	D	26.4
20th Ave. and Eucalyptus Dr.	AWSC	B	7.1	C	18.9
20th Ave. and Buckingham Way	AWSC	D	22.4	F	45.5 (1.29)
24th Ave. and Eucalyptus Dr.	TWSC	A/A	0.3/4.8	A/B	0.4/5.7
Buckingham Way and Winston Dr.	AWSC	E	39.2(1.1)	D	26.0
Buckingham Way and Good Guys	TWSC	A/A	1.0/3.4	A/A	1.4/4.1
Buckingham and Senior Care[1]	—	—	—	—	—
Buckingham Way and Lot A	TWSC	A/C	3.0/11.0	A/C	3.5/12.3
Winston Drive and New Residential[1]	—	—	—	—	—
Nordstrom Garage Driveway	TWSC	A/B	1.3/8.9	A/B	1.7/9.0
Mercedes Way and Cerritos Ave.	TWSC	A/B	1.7/9.7	A/B	1.7/5.1
Winston and Lake Merced	Signal	D	35.6	B	13.2

Notes:

Delay - Seconds per vehicle
V/C - Volume to capacity
AWSC - All-way stop-controlled intersection
TWSC - Two-way stop-controlled intersection. LOS and delay for the stop sign controlled intersections are presented as "average for the intersection/worst approach."
[1] Intersections not analyzed under existing conditions. The senior care entrance is currently a right-in, right-out driveway with no cross traffic conflicts and the residential entrance off Winston Drive does not exist.

Source: CHS Consulting Group, December 2002.

Stern Grove Events

On about a dozen summer Sunday afternoons each year, well-attended concerts and performances take place in Stern Grove to the northwest of the intersection of 19th Avenue and Sloat Boulevard. There are surges of traffic affecting the neighborhoods surrounding Stern Grove before and after these events. After these events in particular, long delays are experienced on Sloat Boulevard and 19th Avenue until traffic associated with event attendees dissipates. Drivers park throughout the surrounding neighborhoods to attend Stern Grove events and seek alternative routes to avoid congestion at the Sloat Boulevard/19th Avenue intersection, so substantial volumes of traffic are dispersed as well onto other nearby streets, particularly in the Merced Manor neighborhood. Because the summer Sunday periods during which Stern Grove events occur are not peak shopping periods at Stonestown, there is not extensive interaction between existing Stonestown traffic and Stern Grove event traffic.

Traffic Operations along Eucalyptus Drive, Ocean Avenue, and Sloat Boulevard

In addition to the LOS analysis, observations were made of existing operating conditions along Eucalyptus Drive, Ocean Avenue, and Sloat Boulevard in the vicinity of the project site.

Eucalyptus Drive

There are three schools along Eucalyptus Drive: St. Stephen School, Lowell High School, and Lakeshore Elementary School. Observations were made on Thursday, March 14, 2002, between 8:00 a.m. and 9:00 a.m. and between 2:30 p.m. and 3:30 p.m. Traffic and pedestrian volumes tend to be higher during these two periods when school-related traffic uses Eucalyptus Drive for access.

At the Lakeshore Elementary School and Lowell High School, people often park illegally or double park on Eucalyptus Drive to drop off or pick up students in the morning and afternoon. Typically this occurs 30 minutes before school opens in the morning and after school ends in the afternoon. During these periods, students who walk to class have been observed jaywalking in the area. Localized congestion resulting from this activity is unlikely to affect access to and from Stonestown because it occurs several blocks from the 20th Avenue access location and few drivers use the outer blocks of Eucalyptus to access the project site.

Vehicle trips generated by the St. Stephen School also result in morning and mid-afternoon traffic conflicts on Eucalyptus Drive, especially between 21st Avenue and 23rd Avenue. Unlike the localized traffic generated by Lakeshore Elementary and Lowell High Schools, these conflicts are more likely to affect Stonestown traffic because of the proximity of St. Stephen School to the intersection of 20th

Avenue and Eucalyptus Drive. Drivers approaching Stonestown from 21st Avenue would be more likely to interact with this localized congestion. Peak passenger-loading activities occur early in the morning before the retail stores at Stonestown Galleria open, and during the middle of the afternoon before the p.m. peak period.

Peak passenger-loading activity at St. Stephen School occurs between 8:30 a.m. and 9:00 a.m. in the morning and between 2:45 p.m. and 3:15 p.m. in the afternoon. Passenger-loading activities are generally spread out over a longer period of time in the afternoon because many students participate in after-school programs that extend into the late afternoon. Consequently, impacts are less severe in the afternoon than in the morning.

Passenger-loading activities at St. Stephen School occur at three locations: the school parking lot on Eucalyptus Drive on the north side of the school, in front of the school on Eucalyptus Drive, and in Parking Lot D inside of Stonestown. (See Figure 22: Existing On-site Parking, p. 84.) Most parents use the school-owned parking lot and Eucalyptus Drive to pick up and drop off students. In general these two facilities do not have an adequate number of spaces to accommodate passenger-loading demand. As a result, double parking was observed on both sides of Eucalyptus Drive in front of the school. Also, parents dropping off children made a considerable number of U-turns on Eucalyptus at 23rd Avenue and Melba Drive. The school provides crossing guards at the intersection of Eucalyptus and 22nd Avenue. These crossing guards stop vehicles in both directions of Eucalyptus Drive to ensure safe crossing by parents and students. These two factors cause temporary delays to through traffic during the morning and afternoon periods.

Ocean Avenue

Along Ocean Avenue, between 19th Avenue and Middlefield Drive, traffic volumes are relatively light to moderate during the p.m. peak period. Most of the intersections along this street are controlled by two- or four-way stop signs. Observations showed that at the two-way stop-controlled intersections, delays to traffic crossing Ocean are minimal since traffic is generally light to moderate and there are sufficient gaps for cars to cross. Pedestrian volumes along this stretch of Ocean Avenue are also light and no substantial pedestrian-vehicular conflicts were observed.

Sloat Boulevard

Sloat Boulevard has noticeably higher traffic volumes than Ocean Avenue and Eucalyptus Drive, especially during the morning and evening peak periods. At 19th Avenue and Sloat Boulevard, queuing was observed in the eastbound approach because there is no dedicated signal phase for the eastbound left-

turn movement. In general, the queue, which is concentrated in the left and left-through lanes, is approximately one block long during the a.m. peak period. Because the left-turn bay is short (approximately 100 feet), vehicles waiting to make the turn spill over into the adjacent left-through lane, temporarily blocking the eastbound through movement. These queues occur approximately every cycle during the peak of the peak hour, but do not occur during other times of the day.

The queuing on eastbound Sloat Boulevard sometimes makes it difficult for cars from 20th Avenue to merge into the Sloat Boulevard traffic stream to make a left turn to 19th Avenue. Vehicles traveling north at 20th Avenue and Sloat Boulevard must turn right to Sloat and cross two lanes of traffic to reach a left-turn lane to 19th Avenue. The distance that vehicles have to make this move is relatively short (approximately 175 feet). Oftentimes, queues extend to the 20th and Sloat intersection, reducing the number and length of gaps for cars to enter the traffic stream.

At 21st Avenue and Sloat Boulevard, there is a break in the center median and left turns onto and from Sloat are permitted. While the queue in the eastbound approach to 19th Avenue and Sloat Boulevard was not observed to affect this intersection during before-school and after-school periods, it is possible that queues extend into this intersection during other times of the day, such as on weekend afternoons. This would block left-turn movements (both from westbound Sloat Boulevard and from northbound 21st Avenue). Also, vehicles making left turns are often delayed by relatively heavy peak period through traffic volumes in both directions on Sloat Boulevard. As a result, vehicles turning left from Sloat Boulevard to 21st Avenue must wait for a gap to form in eastbound traffic. Queuing on eastbound Sloat Boulevard and associated gap impedances affecting drivers trying to make right or left turns in the blocks west of 19th Avenue is especially acute during late Sunday afternoons after summer events at Stern Grove. Similarly, vehicles making left turns from 21st Avenue to Sloat Boulevard westbound must wait for a gap in both directions on Sloat Boulevard. An improvement measure is recommended in Chapter IV, Mitigation Measures.

Transit Network

The project site is served by the Muni Metro M line and five Muni bus lines: the #17 - Park Merced, the #18 - 46th Avenue, the #28 - 19th Avenue, the #28L - 19th Avenue Limited, and the #29 - Sunset. Currently, all of these lines operate with sufficient capacity (26 percent to 75 percent capacity utilization as measured at the lines maximum load point during the evening peak period in the outbound direction).[3] In addition to Muni service, SamTrans serves the project site with bus routes 122 and 193. Route 122

[3] The maximum load point (MLP) in some cases is located a substantial distance from the project site, resulting in more available capacity at Stonestown than identified at the MLP.

serves Stonestown, the Colma BART station, and South San Francisco. Route 193 serves Stonestown, the Daly City BART station, and the San Francisco International Airport.

Parking Conditions

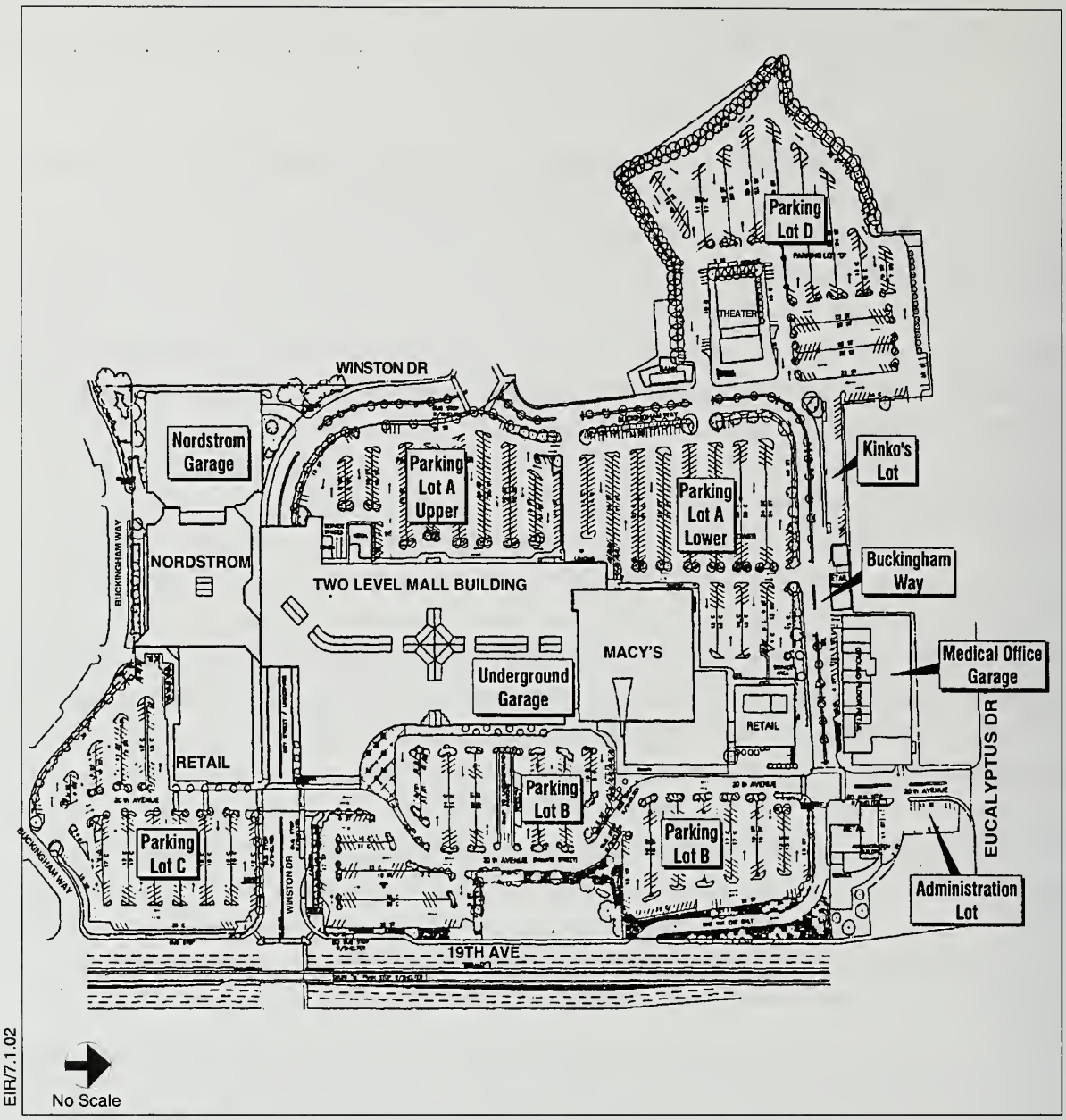
Existing parking conditions were examined for the facilities inside Stonestown and for the two adjacent residential neighborhoods, Merced Manor and Ingleside Terrace. Holiday parking conditions are also presented for informational purposes.

On-Site Parking Conditions

There are 11 parking facilities consisting of 3,665 parking spaces in Stonestown. (See Figure 22: Existing On-site Parking.) Of these, 3,575 are public and 90 are reserved for employees and visitors of the medical office building off Buckingham Way. Table 2 summarizes the off-street parking supply and occupancy for each public facility. It should be noted that the parking survey was conducted while both San Francisco State University (SFSU) and the nearby schools were in session. Thus, the data should represent typical weekday and weekend conditions.

The following is a summary of key findings of parking conditions for the facilities managed by Stonestown:

- Average parking occupancy rates are generally higher on weekends (73 to 75 percent) than on weekdays (50 to 54 percent);
- Average parking occupancy rates are moderately higher on weekday evenings (54 percent during the p.m. peak hour) than on weekday afternoons (50 percent during the midday peak hour). Parking occupancy is somewhat lower on weekend evenings (73 percent during the p.m. peak hour) than on weekend afternoons (75 percent during the midday peak hour);
- There are a substantial number of unoccupied parking spaces (approximately 1,770 during the weekday midday and 880 spaces during the weekend midday);
- Parking occupancy rates vary by facility. Parking lots on the east side of Stonestown have higher occupancy rates than lots on the west side, particularly compared with Lot D and the Nordstrom garage;
- The two facilities with the lowest occupancy rates are Nordstrom's garage (ranging from 27 percent to 75 percent) and the United Artists Theater Lot D (ranging from 6 percent to 19 percent); and



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SOURCE: CHS Consulting

STONESTOWN VILLAGE

2000.1258E

FIGURE 22: EXISTING ON-SITE PARKING

Table 2: Existing On-Site Parking Supply and Occupancy (Weekday, Weekend Midday Periods)

		Daytime Occupancy							
		Weekday				Weekend			
Parking Facilities[1]	**Supply**	**Midday**	**% Occupancy**	**PM Peak**	**% Occupancy**	**Midday**	**% Occupancy**	**PM Peak**	**% Occupancy**
Lot A Upper	317	175	55%	204	64%	294	93%	266	84%
Lot A Lower	498	255	51%	226	45%	455	91%	421	85%
Lot B	631	551	87%	597	95%	625	99%	618	98%
Lot C	394	306	78%	332	84%	385	98%	379	96%
Lot D	638	38	6%	46	7%	62	10%	122	19%
Macy's Underground	283	219	77%	255	90%	264	93%	280	99%
Nordstorm	743	199	27%	236	32%	556	75%	473	64%
Subtotal	*3,504*	*1,743*	*50%*	*1,896*	*54%*	*2,641*	*75%*	*2,559*	*73%*
Buckingham Way	15	15	100%	12	80%	12	80%	8	53%
Administration Lot	24	17	71%	12	50%	17	71%	13	54%
Kinko's Lot	32	30	94%	23	72%	25	78%	21	66%
Total Public Retail	*3,575*	*1,805*	*50%*	*1,943*	*54%*	*2,695*	*75%*	*2,601*	*73%*
Medical Bldg Garage [2]	90	68	76%	46	51%	42	47%	30	33%

Notes:

[1] See Figure 22 for locations of facilities.

[2] Parking spaces in the Medical Building Garage are presented for informational purposes only. These spaces are reserved for medical office employees and visitors only.

Source: IDP data, Baymetrics survey on May 16, 2001 and May 19, 2001; CHS Consulting Group, December 2002.

- Parking occupancy is generally at or above 100 percent at all of the facilities except Lot D during the holiday weekdays and weekends. Lot D generally operates at 50 percent occupancy during the holiday weekday and weekend period. Valet service is offered at Lot B to relieve demand during holiday periods.

Parking at Stonestown by Adjacent Uses

Residents of adjacent neighborhoods have commented that a significant number of San Francisco State University (SFSU) students park at Stonestown, thereby reducing the number of spaces available for shoppers. Field observation shows that it is unlikely that a significant number of SFSU students park at Stonestown because occupancy at the Stonestown parking facilities is low during the early morning period. In addition, Stonestown management staff has stated that a parking enforcement program has been in place for several years whereby vehicles owned by students are towed if they use the Stonestown parking facilities for all-day parking.

Residents have also raised concerns about the availability of parking spaces on the north side of Lot D for St. Stephen Church attendees and St. Stephen School parents (for student drop-off activities). Due to the lack of parking spaces at the St. Stephen Church and St. Stephen School, church patrons and school parents have been observed using spaces in Lot D for church services and functions and for school drop-offs. Field observations show that 113 church-related vehicles parked in the lot during a Sunday morning service period. Approximately 15 to 20 cars were observed parked in the lot dropping off students during the morning peak period. These activities take place on Stonestown property and have largely gone without enforcement or prevention.

Adjacent Neighborhood Parking Conditions

Merced Manor

Merced Manor is north of the project site, bounded by 25th Avenue, Eucalyptus Drive, 19th Avenue, and Sloat Boulevard. There is a two-hour parking restriction in this neighborhood. In general, on-street parking occupancy rates in Merced Manor are low during both weekday and weekend midday peak periods, with about 39 percent of the on-street parking spaces occupied on weekdays and 45 percent of the on-street parking spaces occupied on weekends. Occupancy rates during the holiday season are comparable, with 45 and 41 percent occupancy during holiday weekdays and weekends, respectively. On-street parking immediately adjacent to Stonestown has relatively higher occupancy than the rest of the survey area, at 47 percent on weekdays and 64 percent on weekends. Based on the field survey findings and observation, it is unlikely that Stonestown shoppers park in the Merced Manor neighborhood because

of the low occupancy condition. The field observation indicates that people who are parked on the neighborhood streets, such as Eucalyptus Drive, are destined to the YMCA and the church along Eucalyptus Drive or to adjacent residential buildings.

Lakeside/Ingleside Terrace

Lakeside/Ingleside Terrace is east of the proposed project, bounded by Holloway Avenue, 19th Avenue, Junipero Serra Boulevard, and Eucalyptus Drive. There is a two-hour parking restriction and residential parking permit (H) in this neighborhood. Similar to Merced Manor, on-street occupancy rates in Ingleside Terrace are low on both weekdays and weekends during the midday peak periods with 37 percent of the spaces occupied on weekdays and 40 percent of the spaces occupied on weekends. Occupancy rates during the holiday season are also relatively low, with rates of 36 and 47 percent. Due to the distance to Stonestown of about one-quarter mile or more to reach an intersection that crosses 19th Avenue from the east, it is unlikely that parking demand from Stonestown currently spills over into Ingleside Terrace.

Stern Grove Events

On about a dozen summer Sunday afternoons each year, well-attended concerts and performances take place in Stern Grove to the northwest of the intersection of 19th Avenue and Sloat Boulevard. During these events, attendees saturate on-street parking in the neighborhoods surrounding Stern Grove, especially in the Merced Manor neighborhood but in other neighborhoods as well. Because the summer Sunday periods during which Stern Grove events occur are not peak shopping periods at Stonestown and available empirical evidence indicates that Stonestown shoppers' parking demand is generally satisfied on-site, there is limited interaction affecting neighborhood parking conditions between Stonestown and Stern Grove events.

Pedestrian Conditions

Pedestrian activities at Stonestown take place predominantly between parking lots and entrances to the various retail stores. These activities are generally spread throughout the parking lots and no major issues or concerns were observed. There are sidewalks along all streets at Stonestown and pedestrian volumes on the sidewalks are generally low to moderate. There is moderate pedestrian traffic from the Muni Metro stop at 19th Avenue and Winston Drive to Stonestown and at two intersections inside Stonestown: 20th Avenue and Winston Drive, and 20th Avenue and Buckingham Way. Observations show that limited vehicle and pedestrian conflicts currently exist at the intersection of 20th Avenue and Buckingham Way. This intersection is controlled by all-way stop signs so the arrival pattern of pedestrians and vehicles is

random. Consequently, vehicles must wait until pedestrians have cleared the crosswalk before passing through the intersection. This results in longer vehicle delays and vehicle queues at this intersection. This situation may cause pedestrians to feel rushed when crossing the street as impatient drivers creep slowly into the crosswalk or fail to yield.

Pedestrian accident data were obtained from the Department of Parking and Traffic (DPT) to ascertain if any specific trouble spots exist in the area around the proposed project. These data provide information on accidents reported, indicating locations that could potentially be of concern. Data showed that between 1996 and 2000 (the years for which data are available), there were relatively few reported accidents involving pedestrians near Stonestown. The location with the highest number of reported accidents during this period was at the intersection of Winston Drive and 20th Avenue, where 10 accidents, or approximately two per year, were reported. The number of reported accidents at this intersection dropped significantly after May 2000, when a signal was installed at the intersection. In 2000, no pedestrian accidents were reported at the intersection.

Along Eucalyptus Avenue, between 21st Avenue and Middlefield Drive, where there are several schools, a church, and a YMCA, there were no reported accidents involving pedestrians. Between 1996 and 2000, there were two accidents at each of the following intersections east of 21st Avenue: Eucalyptus Drive and 20th Avenue, Eucalyptus Avenue and 19th Avenue, and 19th and Ocean Avenue. This is equivalent to an accident rate of 0.4 per year for each intersection. This is low relative to citywide accident rates that show the top ten accident locations as having rates of 2 to 3 pedestrian accidents per year.

Bicycle Conditions

In the vicinity of the proposed project, there are six designated bicycle routes (Route 50, 75, 85, 86, 90, and 885). These bicycle routes are Class III bikeways (designated bicycle routes without exclusive lanes), except the portion of Route 86 between Buckingham Way and Lake Merced Boulevard, the portion of Route 90 south of SFSU, and all of Route 885, which are Class II bikeways (striped bike lanes in the roadway). Two routes (Route 75 and Route 86) traverse Stonestown.

Loading Conditions

Currently, Stonestown has 18 loading spaces throughout the site (13 off-street and 5 on-street). The peak loading period generally occurs between 9:00 a.m. to 11:00 a.m. Field observation shows that there is greater demand for loading on the east side of Stonestown than on the west side. It also shows that overall, there is a sufficient number of loading spaces at Stonestown. However, the distribution of the loading spaces may not be optimal for current uses. Trucks were observed using the red curb on the east

side of Stonestown during early to mid-morning. These trucks do not cause major conflicts with automobiles because most stores do not open until 10:00 a.m. or later.

IMPACTS

SIGNIFICANCE CRITERIA

As defined by the City and County of San Francisco, an impact on an intersection is considered significant when project-related traffic causes the intersection LOS to deteriorate from LOS D or better to LOS E or F, or from LOS E to F. The proposed project may result in significant adverse impacts at intersections that operate at LOS E or F under existing conditions depending on the magnitude of the project's contributions to worsening the average delay per vehicle. In addition, the proposed project would have a significant adverse impact if it would cause major traffic hazards or contribute considerably to cumulative traffic increases that would cause deterioration in levels of service to unacceptable levels.

METHODOLOGY

Trip Generation

The proposed project would generate approximately 10,498 daily and 1,007 p.m. peak hour person trips during a typical weekday and 11,595 daily and 1,099 midday peak hour person trips during a typical weekend. Table 3 presents weekday daily and p.m. peak hour and weekend daily and weekend midday peak hour person trips. Of the 1,007 total weekday p.m. peak hour trips, there would be 697 auto trips, 150 transit trips, 137 walk trips, and 23 other trips. Table 4 presents the weekday and weekend person trips by travel mode. Table 5 shows the vehicle trips generated by the project. Based on the average vehicle occupancy rates, there would be approximately 441 weekday p.m. peak hour vehicle-trips and 480 weekend midday vehicle trips.

Project trip generation rates were obtained from various sources described below and project mode split rates were obtained from the *Interim Transportation Impact Analysis Guidelines for Environmental Review*, January 2000 (*SF Guidelines*).

Retail and Grocery Market Trip Generation Rates

Trip generation rates for the retail use were based on the rates provided in the *SF Guidelines*. Trip generation rates for the retail and grocery market were derived from surveys conducted by the Planning

Table 3: Weekday and Weekend Person Trip-Generation Calculations

Land Use	Size	Daily Person-Trip Rate	Daily Person-Trips	Peak Hour Person-Trips
Weekday				
Apartment (Studio/1 bedroom)	101 units	7.5/unit	758	131
Apartment (2+ Bedrooms)	101 units	10/unit	1,010	175
Senior Care	85 units[1]	See footnote 1	519	63
Grocery Market	33,500[2]	297/1,000 gsf[2]	5,970	436
Retail	24,900[2]	150/1,000 gsf[2]	2,241	202
TOTAL WEEKDAY PERSON TRIPS			*10,498*	*1,007*
Weekend				
Apartment (Studio/1 bedroom)	101 units	7.5/unit	758	131
Apartment (2+ Bedrooms)	101 units	10/unit	1,010	175
Senior Care	85 units[1]	See footnote 1	519	63
Grocery Market	33,500[2,3]	315/1,000 gsf[2]	6,328	462
Retail	24,900[2]	200/1,000 gsf[2]	2,980	268
TOTAL WEEKEND PERSON TRIPS			*11,595*	*1,099*

Notes:

[1] Vehicle-trip generation rates for the senior care units were obtained from the rates used in the Shriner's Hospital transportation report. For work trips, it was assumed that each employee makes two trips a day (one in and one out), none of which occur during the p.m. peak since shifts change outside of the evening commute hours.

[2] A 40 percent link trip deduction was taken for the grocery and retail uses. The deduction percentage was determined by surveys conducted at similar shopping centers.

[3] Of the approximately 41,600 gsf attributed to the grocery market, approximately 75%, or 31,200 gsf would be dedicated to areas for selling merchandise. The remaining 10,400 gsf would be storage and loading areas; thus, the trip generation for the grocery is conservative in that it is based on a slightly larger floor area.

Source: CHS Consulting Group, December 2002.

Table 4: Weekday and Weekend Daily and Peak Hour Person Trips by Mode

Transportation Modes	Weekday		Weekend	
	Daily	PM	Daily	Midday
Auto	7,518	697	8,337	757
Transit	1,271	150	1,361	158
Walk	1,525	137	1,701	152
Other	184	23	196	24
Total	*10,498*	*1,007*	*11,595*	*1,091*

Source: CHS Consulting Group, December 2002.

Table 5: Weekday and Weekend Daily and Peak Hour Vehicle Trips

Land Use	Weekday		Weekend	
	Daily	PM	Daily	Midday
Residential	884	153	884	153
Senior Care	211	23	211	23
Retail	932	84	1,240	112
Grocery Market	2,483	181	2,632	192
Total	*4,510*	*441*	*4,967*	*480*

Source: CHS Consulting Group, December 2002.

Department. A 40 percent reduction was taken from the total number of person trips to account for 'link' trips. Link trips are single trips with multiple destinations. The percentage of link trips was determined based on surveys conducted at two similar shopping complexes (Lakeshore Shopping Center and Potrero Hill Shopping Center) where a supermarket is located with other retail uses.

To calculate weekend trip generation, a factor was derived using the Institute of Traffic Engineer's *Trip Generation Manual* peak hour trip rates for supermarket (land use code 850) and retail shopping center (land use code 820). For retail use, the Saturday trip rate is approximately 33 percent higher than the weekday rate. For supermarket use, the Saturday trip rate is approximately 6 percent higher than the weekday rate.

Senior Care Facility

Senior care facility trip generation rates used were 4.5 trips per senior care unit and 6.4 for the Alzheimer's (congregate care) unit. These rates are based on those used in the previously approved Shriner's Hospital transportation report.[4] It was assumed that there would be no person trips for employees during the p.m. peak hour, since shift changes occur outside of the evening commute hours.

Residential Use

Daily and p.m. peak hour residential person trips were based on rates provided in the *SF Guidelines* for residential use. Vehicle occupancy rates (persons per car) and modal split information were obtained from the 1990 Census for Census Tract 332.

Trip Distribution and Traffic Assignment

Trip distribution and traffic assignment were developed based on existing traffic turning-movement patterns at key intersections entering and exiting Stonestown and verified by field surveys. There are three major access points to Stonestown: Buckingham Way and Winston Drive, 20th Avenue and Eucalyptus Drive, and 19th Avenue and Winston Drive. The total number of vehicles entering and exiting the proposed project was calculated and percentages established at each access point. Based on this method, the distribution pattern for inbound trips to Stonestown is 13 percent from the north, 31 percent from the east, 20 percent from the south, and 36 percent from the west. For outbound trips, the distribution is 14 percent to the north, 32 percent to the east, 22 percent to the south, and 32 percent to the west. Proposed project trips were assigned to local roadways using these percentages.

[4] Shriner's Hospital Transportation Report, Korve Engineering, 1998. This report is on file with the San Francisco Planning Department, 1660 Mission Street, and is available for review, by appointment, in Department Case File 97.210!

EXISTING-PLUS-PROJECT CONDITIONS

Traffic Impacts

Traffic impacts are presented for study intersections in terms of LOS and qualitatively for adjacent streets. The intersection analysis assesses potential traffic impacts generated by the addition of project-related traffic to existing conditions. Intersection impacts were evaluated for the weekday p.m. peak hour and weekend midday peak hour with project-generated traffic added to existing traffic volumes. Holiday traffic conditions were analyzed in less detail and are presented for informational purposes only. They are not used to determine the significance of the proposed project's impacts.

Existing-Plus-Project Weekday P.M. Peak Hour Conditions

Table 6 presents intersection LOS analysis results. Most intersections would operate at the same LOS with the addition of project traffic. Project-related traffic would cause a significant traffic impact at two intersections: Buckingham Way and Winston Drive, and Junipero Serra Boulevard and Winston Drive. The intersection of Junipero Serra Boulevard and Winston Drive would deteriorate from LOS D to E, and the intersection of Buckingham Way and Winston Drive would deteriorate from LOS E to F with the proposed project. Mitigation measures to improve the LOS and reduce impacts at these two intersections are presented in Chapter IV, Mitigation Measures, on pp. 150-151.

Existing-Plus-Project Weekend Midday Peak Hour Conditions

During the weekend midday period, project-related traffic would cause a significant traffic impact at two intersections: Buckingham Way and Winston Drive, and 20th Avenue and Buckingham Way. The intersection of Buckingham Way and Winston Drive would deteriorate from LOS D to E. While LOS for the intersection of 20th Avenue and Buckingham Way would not change (LOS F with and without the proposed project), delays would increase; the project's contribution to traffic in the intersection would be substantial at about 10 percent, and would be a significant impact. Mitigation measures to improve the LOS and reduce the impacts at these two intersections are presented in Chapter IV, Mitigation Measures, pp. 150-151.

Table 6: Existing-Plus-Project Intersection Levels of Service (Weekday and Weekend)

Intersection	Weekday				Weekend			
	Existing		Existing Plus Project		Existing		Existing Plus Project	
	LOS	Delay(V/C)	LOS	Delay(V/C)	LOS	Delay(V/C)	LOS	Delay(V/C)
19th Ave. and Sloat Blvd.	F	>60 (1.94)	F	>60 (1.95)	F	>60 (1.61)	F	>60 (1.61)
19th Ave. and Eucalyptus Dr.	B	11.8	B	12.4	B	10.5	B	11.3
19th Ave. and Winston Dr.	F	>60 (1.25)	F	>60 (1.37)	F	>60 (1.27)	F	>60 (1.35)
19th Ave. and Holloway Ave.	E	41.0 (0.94)	E	47.7 (0.95)	D	32.7	D	37.9
20th Ave. and Winston Dr.	C	15.1	C	15.0	C	20.5	C	20.0
Junipero Serra Blvd. and Winston Dr.	D	32.5	E	51.2	D	26.4	D	37.9
20th Ave. and Eucalyptus Dr.[1]	B	7.1	C	12.4	C	18.9	C	23.7
20th Ave. and Buckingham Way [1]	D	22.4	D	25.4	F	45.5 (1.29)	F	>60 (1.38)
24th Ave. and Eucalyptus Dr.[1]	A/A	0.3/4.8	A/A	0.3/4.9	A/B	0.4/5.7	A/B	0.4/6.0
Buckingham Way and Winston Dr.[1]	E	39.2 (1.1)	F	>60 (1.34)	D	26.0	E	40.7
Buckingham & North Garage Entrance[1]	A/A	1.0/3.4	A/B	1.3/5.0	A/A	1.4/4.1	A/A	1.4/9.1
Buckingham & Senior Care Entrance [1]	--	--	A/B	0.4/6.6	--	--	A/B	0.4/6.5
Buckingham & Loading Area Entrance[1]	A/A	3.0/11.0	A/C	4.8/15.7	A/C	3.5/12.3	A/C	4.7/15.9
Winston Dr. and Residential Entrance[1]	--	--	A/C	0.5/16.5	--	--	A/D	0.6/23.4
Nordstorm Garage Driveway[1]	A/B	1.3/8.9	A/D	2.1/20.1	A/B	1.7/9.0	A/B	2.8/23.1
Mercedes Way and Cerritos Ave. [1]	A/B	1.7/9.7	A/C	1.7/10.4	A/B	1.7/5.1	A/B	1.7/5.3
Winston and Lake Merced	D	35.6	D	39.9	B	13.2	C	16.3

Notes:

[1] Two-way stop-controlled intersection. Intersection LOS is presented as "overall approach/worst approach."

Source: CHS Consulting Group, December 2002.

Traffic Impacts on Eucalyptus Drive, 20th Avenue, and 21st Avenue

The proposed project would not cause significant traffic impacts on Eucalyptus Drive. Vehicle trips generated by the project during the a.m. peak hour would be primarily from the residential development since most retail uses would not open until later in the morning. Most of these a.m. trips would be from the residential parking garages to major arterials such as 19th Avenue and Lake Merced Boulevard. Few, if any, trips would use Eucalyptus Drive. Similarly, most of the vehicle trips generated during the p.m. peak hour would use arterial roads to access the proposed project. It is estimated that approximately 2 percent of the project's total weekday p.m. peak hour volumes would use 20th Avenue, 1 percent would use 21st Avenue and 5 percent would use Eucalyptus Drive west of 21st Avenue. The increase in the number of vehicles would be marginal.

Traffic Impacts on St. Stephen Church Vehicular Access

There are four single-car parking spaces on the west side of the St. Stephen Church. Cars enter these spaces from a narrow driveway off Eucalyptus Drive. Currently, many of these vehicles use Stonestown Parking Lot D for egress. Sometimes vehicles back out of the driveway onto Eucalyptus Drive. With the construction of the senior care facility, a driveway from the church to Lot D would be created so church vehicles could still exit onto Lot D. No impact on the egress of church vehicles would be created.

Existing-Plus-Project Holiday Conditions

Existing-plus-project holiday conditions are presented in this report for informational purposes and not used to determine the significance of project impacts. Under existing-plus-project holiday conditions, all study intersections would operate at the same LOS during the weekday p.m. peak hour. Five of the 11 study intersections would continue to operate at LOS E or F conditions: at 19th Avenue and Sloat Boulevard, 19th Avenue and Winston Drive, 19th Avenue and Holloway, 20th Avenue and Buckingham Way, and Winston Drive and Buckingham Way. The remaining six intersections would continue to operate at LOS D or better.

During holiday weekends, two intersections would deteriorate from LOS E to F: 20th Avenue and Buckingham Way, and Winston Drive and Buckingham Way. The other three intersections that currently operate at LOS E or F (19th Avenue and Sloat Boulevard, 19th Avenue and Winston Drive, and 19th Avenue and Holloway) during holiday weekends would continue to operate at the same LOS with the

proposed project. The remaining six intersections would continue to operate at LOS D or better conditions.

Stern Grove Events

On about a dozen summer Sunday afternoons each year, well-attended concerts and performances take place in Stern Grove to the northwest of the intersection of 19th Avenue and Sloat Boulevard. After these events in particular, long delays are experienced on Sloat Boulevard and 19th Avenue and other nearby streets until traffic associated with event attendees dissipates. Because the summer Sunday periods during which Stern Grove events occur will not be peak shopping periods at Stonestown, it is unlikely that there would be extensive interaction between the proposed Stonestown project's traffic and Stern Grove event traffic.

Transit Impacts

It is estimated that the project would generate approximately 150 new transit trips during the weekday p.m. peak hour. This estimated demand would be distributed over the seven bus lines and one Muni Metro line that serve the project site. The total capacity for the lines serving Stonestown is estimated to be about 1,980 passengers per hour per direction. While no transit passenger volume data are available immediately adjacent to Stonestown, observations show that considerable capacity exists on these lines. Therefore, the project would not cause significant transit impacts during the p.m. peak hour.

During the weekend midday peak hour, it was estimated that the proposed project would generate an additional 158 transit trips. The impact of these additional trips would not be significant because existing transit ridership is generally lower during the weekend midday period than during the weekday p.m. peak.

Parking Impacts

Table 7 summarizes the estimated parking demand for the proposed project during the weekday and weekend midday peak hour, and provides a total retail demand by including existing parking occupancy during both periods. As the table indicates, the total public parking demand for all retail uses at Stonestown with the proposed project would be about 2,026 and 2,955 parking spaces during the weekday and weekend midday peak hour, respectively. Non-retail uses (apartment community and senior care) would generate a demand for about 305 spaces during both weekdays and weekends. The p.m. peak hour demand for all of the retail and grocery market uses in Stonestown (including both existing and

Table 7: Parking Demand, Weekday and Weekend Midday Peak Hour

Proposed Land Use	Long-Term		Short-Term		Total	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
Senior Care	28	28	14	14	42	42
Apartment Community	263	263	0	0	263	263
Total Residential Demand	**291**	**291**	**14**	**14**	**305**	**305**
Grocery Market	18	18	110	117	128	135
Retail	52	70	41	55	93	125
Total Retail Demand	**70**	**88**	**151**	**172**	**221**	**260**
Existing Midday Occupancy					1,805	2,695
Total Retail Parking Demand with Proposed Project					**2,026**	**2,955**

Source: CHS Consulting Group, December 2002.

proposed space) would be about 2,164 spaces on weekdays and 2,861 spaces on weekends (this information is not shown in the table because parking demand is less during the p.m. peak hour than during the midday peak hour in the table).

Parking Supply and Demand at Stonestown

With the proposed east parking garage and cinema garage, there would be a total parking supply of about 3,759 spaces to serve all existing retail uses at the Stonestown Galleria and the new neighborhood-serving retail and grocery market. This supply would meet the weekend midday parking demand of about 2,955 spaces. There would be 219 spaces serving the residential component of the project; this supply would not meet the residential demand for 305 spaces.

Retail and Grocery Market Demand

The proposed project would increase overall average retail parking occupancy at Stonestown by approximately 4 percent during both weekdays and weekends. The overall average parking occupancy (between 54 and 58 percent on weekdays and between 76 and 79 percent on weekends) would still be lower than 85 percent, the point at which a facility is considered effectively full.

The parking lot at the upper level of Lot A, with 165 spaces, would not accommodate all of the new peak weekend grocery market/retail demand of 260 spaces plus the existing demand of 294 spaces. The unmet demand of 389 spaces[5] would be accommodated in the new east garage adjacent to the north side of the grocery market in the former lower level of Lot A. Assuming that existing parking occupancy patterns continue, the new garage would have an estimated occupancy rate of approximately 70 percent during the weekend midday peak period. This occupancy includes both existing occupants at Lot A (upper and lower levels) and new demand from the new retail and grocery market components of the project.

As presented in the Parking Setting discussion on pp. 83-86, there is currently a difference in parking occupancy among the various lots at Stonestown. Patrons exhibit a slight preference for parking on the east side of the Stonestown Galleria: occupancy is about 99 percent in Lot B and about 98 percent in Lot C, compared with 93 percent in Lot A Upper Level, and 91 percent in Lot A Lower Level, both of which are on the west side. The lowest occupancy rates occur at Lot D at 10 percent and in the Nordstrom garage at 75 percent. These differences are primarily caused by the location of access points to the retail stores and the locations of the parking facilities. The main pedestrian access points to Stonestown and many retail stores are located on the east side of Stonestown. Access to these stores and the main Galleria entrance is not as convenient from spaces on the west side of Stonestown. Also, most of the traffic that travels to Stonestown comes from the east side of Stonestown (64 percent), so Lots B and C are the first that most drivers see. The lower occupancy at the Nordstrom garage is likely the result of access points that are not easily seen and the fact that the garage connects only directly to Nordstrom and not the other retail shops. Parking at Lot D is not used because it is located furthest away from existing retail space than other lots and is separated by Buckingham Way.

The differences in parking occupancy may change with the proposed project, because the new, 1,219-space parking garage on the west side of Stonestown would have direct pedestrian connections to Macy's and retail shops at Stonestown Galleria as well as to the proposed grocery market and new retail uses. The distance from the farthest space in the new garage to the existing shops would be approximately 400 feet, the same as the distance from the furthest space in Lot B to existing shops. These factors may encourage more drivers to use the new garage and thus spread parking more evenly throughout Stonestown. In light of the existing capacity and the incremental increase in unmet demand, it is not expected that the project would result in significant secondary impacts due to drivers circling around looking for parking. However, parking signage improvement measure that would further facilitate a more

[5] 165 supply minus 260 new demand and 294 existing occupancy equals a 389-space demand.

even distribution of parking for the retail uses at Stonestown is included in Chapter IV, Mitigation Measures, p. 155.

Cinema Demand

Cinema parking demand is accommodated in Lot D. With the proposed project, the supply of parking spaces at Lot D would be reduced from 638 to 300. Approximately one-half of the 300 spaces would be provided in a two-level parking deck just south of the existing cinema. The other spaces would be in the remaining portion of the surface lot on the north side of the cinema. Access to Lot D would continue to be from Buckingham Way. The north access would change from a right-in, right-out intersection to an intersection that allows all movements. This access would be shared with the proposed senior care component of the project. The south access would change from a right-in, right-out intersection with Buckingham Way to an intersection that allows all movements. The parking deck would be accessible from both driveways. Existing peak demand (p.m. peak period on weekends) is about 122 spaces. Under typical conditions, the proposed supply would be more than sufficient to accommodate this demand.

Apartment Community and Senior Care Demand

The proposed apartment community is estimated to generate a demand for about 263 spaces and the senior care facility is estimated to generate a demand for about 42 spaces. The residential development includes 202 parking spaces, one per dwelling unit. The senior care facility would provide 17 parking spaces. There would be a shortage of 61 parking spaces for the apartment community and 25 parking spaces for the senior care development. The project sponsor proposes to accommodate this shortage with shared parking in Lot D, the cinema surface parking lot, which would have 300 spaces in the future. These spaces would be directly in front of the proposed apartment community and senior care facility and would be the most convenient for residents and visitors to those buildings.

The current peak occupancy at Lot D is 46 vehicles (7 percent) during the weekday p.m. peak period and 122 vehicles (19 percent) during the weekend p.m. peak period. This means that there would be approximately 254 vacant spaces at Lot D during the weekday p.m. peak period and 178 spaces during the weekend p.m. peak period. Thus, the spaces in the new, two-level cinema garage would be more than sufficient to accommodate the unmet demand (86 spaces) from both the apartment and senior care facility components of the proposed project, while also satisfying the cinema demand. These vacant spaces would also be sufficient to accommodate parking demand from the adjacent St. Stephen Church

(approximately 113 cars on Sunday mornings) and St. Stephen School (15 to 20 spaces during the peak morning and afternoon student pick-up and drop-off period).

For that reason, it is expected that unmet residential demand would be accommodated in Lot D and would not spill over into adjacent city streets, such as Eucalyptus Drive. However, the project sponsor proposes a parking sticker program that would allow project residents to park free of charge throughout the day at Lot D or another Stonestown commercial property, should Lot D be developed in the future. The project sponsor also proposes to allow these residents to park free of charge during the peak holiday season at valet-operated parking facilities if no parking spaces are available at Lot D. Parking improvement measures are presented in Chapter IV, Mitigation Measures, p. 155.

Neighborhood Parking Impacts

As described above, the proposed apartment community would not fully satisfy its anticipated parking demand. The combination of a parking sticker program and free valet parking during busy periods would be expected to generally accommodate the 86-space parking shortfall identified for the project's residential development. However, potential exists for some unmet project-related residential parking demand to spill over into the adjacent Merced Manor residential neighborhood during periods of high parking occupancy associated with Stonestown commercial uses.

Thus, while both commercial parking demand and residential parking demand from the proposed project would generally be expected to be satisfied at Stonestown, there is some potential that some residential parking shortfall may occasionally affect the adjacent neighborhood during periods of high commercial demand. Based on the small magnitude of the potential shortfall, and the limited number of days that project-related parking demand would not be fully accommodated at Stonestown, in combination with the low parking occupancy rates in the adjacent neighborhood, it can be reasonably concluded that no significant secondary parking impacts would be likely on those occasions when the project's residential parking may spill over into the adjacent Merced Manor neighborhood. The increased demand generated by the project is expected to be met on-site, and would not substantially alter the existing area-wide parking situation; no major queues of cars would be expected to occur in adjacent residential areas as a result of motorists seeking parking. Therefore, the parking shortfall would not cause secondary traffic impacts.

As discussed above on pp. 83-87, there is no evidence that substantial numbers of patrons of the retail uses at Stonestown currently park in the adjacent residential neighborhoods. Field observations indicate

that vehicles currently parked on the neighborhood streets most likely belong to neighborhood residents, their visitors, and patrons of the Stonestown YMCA and adjacent churches. This finding is supported by the following parking data collected for this project:

- Generally low parking occupancy rates in both Merced Manor and Ingleside Terrace;
- Availability of parking spaces within Stonestown;
- Parking in the neighborhood streets is further away from the Galleria than available parking spaces within Stonestown; and
- Grade differences from Eucalyptus Drive to Buckingham Way make walking to Merced Manor on-street parking less attractive.

Since the average occupancy rate for the retail and grocery market uses in Stonestown, with the proposed project, would be from 54 to 58 percent during weekdays and 76 to 79 percent during weekends, it is unlikely that the addition of the retail uses in the proposed project would cause significant impacts in either Merced Manor or Ingleside Terrace.

Holiday Parking Supply and Demand

Similar to the traffic impact analysis, this section is presented for information only and is not used to determine impact significance. Holiday period parking occupancy data was collected on December 24 and 26, 2001. The counts showed that holiday weekday demand during the midday period is 100 percent or more in all of the parking facilities except in the Nordstrom garage (84 percent) and in Lot D (50 percent). During the holiday weekend midday period, all facilities operate at 100 percent or more, except in the Nordstrom garage (94 percent), the Macy's underground garage (95 percent), and Lot D (51 percent). Stonestown offers valet service in Lot B to accommodate the peak holiday demand.

Holiday parking demand for the proposed project was estimated by multiplying the calculated demand from the retail components of the project shown in Table 7 by a factor of 1.3 to account for an increase in holiday demand. This demand was then added to the existing occupancy for the weekday and weekend holiday periods. With the proposed project, it is estimated that all of the parking facilities would operate under effectively "full" conditions, with an overall occupancy rate of approximately 90 percent during the weekday holiday midday and 94 percent during the weekend holiday midday. Standard parking facility design practices use the 20th highest hour of parking demand of the year, excluding the peak 12 weekend days during the Christmas period to establish the number of parking spaces needed in shopping center

parking lots and garages; this period is called the "design day." They do not design to accommodate peak holiday periods as that would provide an excess of parking for most of the year. Consequently, there would be adequate parking on a design day and a typical day.

Stern Grove Events

On about a dozen summer Sunday afternoons each year, well-attended concerts and performances take place in Stern Grove to the northwest of the intersection of 19th Avenue and Sloat Boulevard. During these events, attendees saturate on-street parking in the neighborhoods surrounding Stern Grove, especially in the Merced Manor neighborhood but in other neighborhoods as well. Because the summer Sunday periods during which Stern Grove events occur are not peak shopping periods at Stonestown and the foregoing analysis indicates that Stonestown parking demand would generally be satisfied on-site, it is likely that there would be limited interaction affecting neighborhood parking conditions between the proposed Stonestown project and Stern Grove events.

Planning Code Parking Requirements

Planning Code requirements were calculated for the existing Stonestown retail space plus the proposed project. Based on these calculations, Stonestown would be required to provide a total of 3,519 parking spaces for the retail uses, including the existing cinema.[6] Stonestown would include a total of 3,759 parking spaces for the retail uses. For the apartment community and senior care facility components, the proposed project would be required to provide 219 spaces, which is equal to the proposed supply. Based on the above calculations, Stonestown would meet the Planning Code requirements for all existing and proposed uses.

Pedestrian Impacts

The proposed project would generate about 1,007 (weekday) and 1,091 (weekend) new peak hour person trips; regardless of their main travel mode, all who come to Stonestown are pedestrians during part of their trip. A substantial percentage of these trips would be walking trips between parked vehicles and Stonestown buildings. Approximately 287 (weekday) to 310 (weekend) pedestrians would walk from Stonestown to the adjacent neighborhoods and Muni stops. Overall, this would not be expected to result

[6] The required number of parking spaces is derived from standard Planning Department methodology, and assumes an 85 percent occupancy factor for existing and new retail space. Actual occupancy numbers may vary.

in any significant impacts, as sidewalk widths are sufficient to allow for the free flow of pedestrian traffic in the Stonestown vicinity. There could be added friction between pedestrians and cars in the parking lots.

Signals at Buckingham Way and Winston Drive and at 20th Avenue and Buckingham Way, identified as mitigation measures for traffic impacts in Chapter IV, Mitigation Measures, pp. 150-151, would improve pedestrian safety conditions. The signals would create clear pedestrian right-of-way patterns.

Pedestrian signals and crosswalks currently exist at key intersections, including the intersections of 19th Avenue and Winston Drive and 20th Avenue and Winston Drive. To further enhance pedestrian safety at these two locations, pedestrian countdown timers could be installed.

Bicycle Impacts

Bicycle volumes are relatively low in the vicinity of the proposed project. No significant impacts are anticipated as a result of the project.

The project would be required to provide a total of 69 bicycle parking spaces for the new public parking garage and surface lot.[7] The project would provide approximately 70 bicycle parking spaces at selected locations throughout Stonestown, thus meeting the Planning Code requirement. New bicycle parking areas would be located in front of the grocery market and retail stores, in front of the retail uses at the ground floor of the new garage, adjacent to the retail uses on the north side of Buckingham Way, at the entrances to Macy's near the new east parking garage, and adjacent to the front entrance of Good Guys on 20th Avenue. For the new apartment community, the Planning Code would require 10 bicycle parking spaces. The proposed project would provide 10 spaces in the basement garage. No bicycle parking would be required for the proposed senior care facility.

Planning Code Section 155.3 requires provision of showers and lockers for employees who bike; an exception to this requirement is available in Subsection (e) if alternative arrangements are made. There are two fitness facilities at Stonestown with full locker and shower facilities. The project sponsor would work with one of these facilities to provide lockers and showers for bicyclists.

[7] Planning Code Section 155.2.

Loading Impacts

Changes in Loading Facilities

The proposed project would result in some changes in the existing loading facilities. The changes would include:

- Relocating on-street curb loading spaces currently available for Good Guys at the back of its building to two off-street loading spaces at the same location, with access from Buckingham Way.
- Consolidating the 60-degree on-street loading space in the lower level of Parking Lot A with the existing off-street loading spaces in the upper level.

Overall, the number of existing loading spaces would remain the same.

Loading Demand and Supply

The proposed project would generate approximately 46 daily truck trips for both the retail and residential components. The retail component would generate five total daily truck trips, the grocery market would generate 27 daily truck trips, the residential component would generate eight daily truck trips, and the senior care component would generate six daily truck trips. The 46 daily truck trips would equal a total demand for approximately three loading spaces during the peak loading hour and two loading spaces during the average loading hour. Of the peak loading space demand, two spaces would be for the grocery market, 0.3 spaces for the retail uses, 0.4 spaces for the apartment community, and 0.4 for the senior care facility.

Supermarket and New Retail Use Loading Supply

The project would provide one off-street loading space for the proposed market. This loading space would be used primarily by large trucks that require long loading times. However, large trucks may make more than one maneuver to successfully back into the new loading bay. This design would be insufficient to accommodate the estimated peak hour demand of two spaces for the market. It is likely that other delivery trucks, such as those from bread companies or beverage companies, would stop in the surface lot in front of the market to make deliveries. Since most of these deliveries occur early in the morning (i.e. before 10:30 a.m.) when the activity at the market would be low, the lack of a second off-street loading space would not cause a significant loading impact.

The proposed new retail uses along Buckingham Way do not have specifically designated loading areas. Because the retail stores would be small, loading would likely be made by smaller trucks and vans that could park in the surface parking areas near the senior care facility and in the new garage. Goods would then be hand-trucked into the respective stores. The distance between the surface parking and the retail stores on the north side of Buckingham Way is relatively long (about 20 to 300 feet); this may increase the likelihood of delivery vehicles double parking on Buckingham Way. The retail stores on the ground floor of the garage would likely have a back door leading directly into the new garage, so most deliveries to shops on the south side of Buckingham Way would not likely result in double parking. Taller trucks such as step-vans would either park in the nearby surface parking areas or in the grocery market lot and goods would be hand-trucked to these stores; this may occasionally result in double parking on Buckingham Way.

The relocation of the two loading spaces for Good Guys would ensure the availability of the loading spaces for Good Guys' trucks. However, the ingress of the trucks to the loading spaces would occur from Buckingham Way instead of from the parking lot. This operation may occasionally cause conflict with through traffic movement along Buckingham Way due to trucks backing into the loading area.

Residential and Senior Care Loading Supply

The residential development would provide two loading spaces, both in the basement garage, with access from the driveways on Winston Drive and Buckingham Way. In addition, trucks would likely park in Lot D to serve the apartment community. Garbage pick-up for the residential buildings would be made inside the building in the basement garage, where the compactor would be located. No impacts to on-street traffic due to garbage pick-ups are anticipated. The two spaces proposed would meet the estimated peak loading demand.

For the senior care facility, one off-street loading space would be provided on the west side of the building, accessed from Buckingham Way to the driveway in front of the building. This space would meet the estimated peak loading demand.

Planning Code Loading Requirement

The proposed project would provide one off-street loading space for the market and two for the apartment community. Section 151 of the Planning Code requires one space for the grocery market, two spaces for the residential use, and none for the senior care facility. The Stonestown Galleria as a whole, including

the new proposed grocery market and neighborhood-serving retail, would require 15 off-street loading spaces. With the new loading space for the grocery market, the Galleria would have a total of 19 off-street loading spaces. The project would meet Planning Code loading requirements.

Construction Impacts

Construction of the proposed project would take place in overlapping phases over approximately 26 months. The first phase would include construction of the proposed east parking garage and the retail and market uses. The second phase of construction would include the apartment community and would begin when the east parking garage is completed. The third phase would include the senior care facility and would begin when the apartment community is completed or is near completion. Construction impacts are considered short-term, temporary impacts and would not be a significant environmental effect.

Construction Period Parking Impacts

Parking supply would fluctuate during the various phases of the construction. Table 8 compares the parking supply and demand during each construction phase. During phase 1a, 498 parking spaces would be displaced from the lower level of Lot A. This would leave 3,077 parking spaces available for the public. Based on the existing parking demand, presented in Table 8, this would be sufficient to serve the weekday peak hour parking demand (occupancy at 59 percent), but would make parking difficult to find during the weekend peak hour with occupancy at 88 percent.

When the east garage is completed, the spaces in the upper level of Lot A would be removed and the market would be constructed in phase 1b. During this period, the 317 spaces in the upper level of Lot A would be eliminated, leaving a total of 2,760 spaces. The new garage would provide an additional 1,219 spaces, bringing the total available to 3,979 spaces. This would be sufficient to accommodate both the existing occupancy and the new parking demand from the new retail space and grocery market during both the weekday and weekend.

During the second phase, construction would displace 338 spaces in Lot D, leaving a total of 3,641 parking spaces. This would be sufficient to accommodate both the existing occupancy and the new demand from the grocery market and retail uses on a weekday. During weekends, it would be somewhat difficult for shoppers to find parking at Stonestown, as parking would operate at close to effective occupancy (81 percent). During the second phase, the project sponsor has stated that 300 spaces would remain available in Lot D. Thus, cinema patrons would still be able to park near the theater during

Table 8: Construction Period Parking Demand and Supply

Phase	Existing Supply	Displaced Supply	Added Supply	New Total Supply	Existing Demand		Added Demand	Construction Period Demand		Percent Occupied	
					Week-day	Week-end		Week-day	Week-end	Week-day	Week-end
Phase 1a	3,575	498 (Lot A, Lower Level)	0	3,077	1,805	2,695	0	1,805	2,695	59%	88%
Phase 1b	3,077	317 (Lot A, Upper Level)	1,219 (new garage)	3,979	1,805	2,695	221 (weekday) 260 (weekend)	2,026	2,975	50%	74%
Phase 2	3,979	338 (Lot D)	0	3,641	1,805	2,695	221 (weekday) 260 (weekend)	2,026	2,955	56%	81%

Source: CHS Consulting Group, December 2002.

construction. Parishioners attending St. Stephen Church would also likely continue using Lot D during construction. Similarly, parents of students at the St. Stephen School would be able to continue using Lot D for drop-off activities. Parking lost in the northern portion of Lot D where the senior care building is proposed would already have been partially replaced by the second parking deck south of the cinema during phase 2. Therefore, there would be no increase in the parking supply or demand. During all stages of construction, storage and staging of construction materials and trucks would be met on-site. No lane or sidewalk closures would be necessary. Because there would be sufficient parking available in Stonestown during construction, construction-worker parking is likely to be met on-site.

FUTURE (2015) CUMULATIVE (PLUS PROJECT) CONDITIONS

Traffic Impacts

Future cumulative traffic volumes in 2015 were estimated by applying a 1 percent compound annual growth rate (16 percent between 2000 and 2015) to the arterial streets. A 0.5 percent compound annual growth rate (8 percent between 2000 and 2015) was applied to selected turning movements along Winston Drive between Junipero Serra Boulevard and Buckingham Way to account for the potential diversion of 'cut-through' traffic from 19th Avenue. For intersections within Stonestown that only serve Stonestown, only project-generated trips were added. Table 9 presents the results of the intersection LOS analysis for the Future Cumulative weekday p.m. peak hour and weekend midday peak hour conditions; existing and existing-plus-project conditions are included for comparison purposes.

Holiday traffic conditions are presented for information only and not used to determine the significance of project impacts. For this project, several of the intersections in the study area would operate at LOS E or F during the holiday season. Holiday traffic conditions are temporary and would be consistently worse near all major shopping areas in the City.

Future (2015) Cumulative Weekday Conditions

Under future cumulative weekday conditions, three intersections would experience a significant impact due to the increase in background traffic: Winston Drive at Lake Merced Boulevard would deteriorate from LOS D to F, 19th Avenue and Holloway Avenue would deteriorate from LOS E to F, and Junipero Serra Boulevard and Winston Drive would deteriorate from LOS E to F. Three intersections (19th Avenue and Sloat Boulevard, 19th Avenue and Winston Drive, and Buckingham Way and Winston Drive) would continue to operate at LOS F. At 19th Avenue and Sloat Boulevard and at 19th Avenue and

Table 9: Future (2015) Cumulative Intersection Levels of Service (Weekday P.M. and Weekend Midday Peak Hour)

Intersection	Weekday						Weekend					
	Existing		Existing Plus Project		Future		Existing		Existing Plus Project		Future	
	LOS	Delay(V/C)	LOS	Delay(V/C)	LOS	Delay(V/C)	LOS	Delay(V/C)	LOS	Delay(V/C)	LOS	Delay(V/C)
19th Ave./Sloat Blvd.	F	>60 (1.94)	F	>60 (1.95)	F	>60 (2.10)	F	>60 (1.61)	F	>60 (1.61)	F	>60 (1.52)
19th Ave./Eucalyptus Dr.	B	11.8	B	12.4	C	24.7	B	10.5	B	11.3	B	14.9
19th Ave. /Winston Dr.	F	>60 (1.25)	F	>60 (1.37)	F	>60 (1.52)	F	>60 (1.27)	F	>60 (1.35)	F	>60 (1.44)
19th Ave. /Holloway Ave.	E	41.0 (0.94)	E	47.7 (0.95)	F	>60 (1.11)	D	32.7	D	37.9	E	43.6 (0.77)
20th Ave./Winston Dr.	C	15.1	C	15.0	C	15.0	C	20.5	C	20.0	C	20.0
Junipero Serra/Winston Dr.	D	32.5	E	51.2	F	>60 (1.19)	D	26.4	D	37.9	F	>60 (1.16)
20th Ave./Eucalyptus Dr.	B	7.1	C	12.4	C	12.0	C	18.9	C	23.7	D	23.9
20th Ave./Buckingham Wy	D	22.4	D	25.4	D	25.4	F	45.5 (1.29)	F	>60 (1.38)	F	>60 (1.29)
24th Ave./Eucalyptus Dr.	A/A	0.3/4.8	A/A	0.3/4.9	A/B	0.3/5.1	A/B	0.4/5.7	A/B	0.4/6.0	B/B	0.5/6.5
Buckingham Way/Winston	E	39.2 (1.10)	F	>60 (1.34)	F	>60 (1.33)	D	26.0	E	40.7	E	41.1 (1.46)
Buckingham & North Garage	A/A	1.0/3.4	A/B	1.3/5.0	A/B	1.3/5.0	A/A	1.4/4.1	A/A	1.4/9.1	A/B	1.4/9.2
Buckingham & Senior Care	--	--	A/B	0.4/6.6	A/B	0.4/6.6	--	--	A/B	0.4/6.5	A/B	0.4/6.5
Buckingham & Loading Area	A/A	3.0/11.0	A/C	4.8/15.7	A/C	4.8/15.7	A/C	3.5/12.3	A/C	4.7/15.9	A/D	4.7/15.9
Winston Dr. and Residential	--	--	A/C	0.5/16.5	A/C	0.5/16.1	--	--	A/D	0.6/23.4	A/D	0.6/23.4
Nordstorm Garage Driveway	A/B	1.3/8.9	A/D	2.1/20.1	A/D	2.1/20.1	A/B	1.7/9.0	A/B	2.8/23.1	A/D	2.8/23.1
Mercedes Way/Cerritos	A/B	1.7/9.7	A/C	1.7/10.4	A/C	2.0/12.2	A/B	1.7/5.1	A/B	1.7/5.3	A/B	1.7/5.3
Winston and Lake Merced	D	35.6	D	39.9	F	>60 (1.33)	B	13.2	B	13.6	C	16.3

Source: CHS Consulting Group, December 2002.

Holloway Avenue, the project would not add a significant number of vehicles to movements that determine overall LOS performance. Thus, the project would not be considered to cause a significant cumulative impact at these intersections.

At the four other intersections (Winston Drive and Lake Merced, Junipero Serra Boulevard and Winston Drive, 19th Avenue and Winston Drive, and Buckingham Way and Winston Drive), the project would add substantial numbers of vehicles to movements that determine overall LOS performance, contributing over 10 percent of the growth at each intersection, and contributing to significant cumulative traffic impacts.

Mitigation measures for future cumulative conditions are outlined in Chapter IV, Mitigation Measures, pp. 150-151. The deterioration in LOS at 19th Avenue and Winston Drive cannot be mitigated. Heavy traffic in northbound and southbound directions, and signal timing constraints for Muni Metro and pedestrian crosswalks make it difficult to improve traffic service levels at this intersection. Significant impacts at the other intersections could be mitigated.

Future (2015) Cumulative Weekend Conditions

Under future weekend conditions, the intersection of 19th Avenue and Holloway Avenue would deteriorate from LOS D to E and the intersection of Junipero Serra Boulevard and Winston Drive would deteriorate from LOS D to F because of growth in background traffic. The four intersections that operate at LOS E or F under existing-plus-project conditions–19th Avenue and Sloat Boulevard, 19th Avenue and Winston, Buckingham Way and Winston Drive, and 20th Avenue and Buckingham Way–would continue to operate at LOS E or F.

At 19th Avenue and Sloat Boulevard, and 19th Avenue and Holloway Avenue, the proposed project would not add a significant number of vehicles to movements that determine overall LOS performance. Thus, the proposed project would not be considered to contribute to the significant cumulative impact at these intersections.

At the four other intersections (19th Avenue and Winston Drive, Junipero Serra Boulevard and Winston Drive, 20th Avenue and Buckingham Way, and Buckingham Way and Winston Drive), the project would add substantial numbers of vehicles to movements that determine overall LOS performance and would contribute over 15 percent of the traffic growth; thus, the project would be considered to contribute considerably to significant cumulative traffic impacts.

Mitigation measures for future cumulative conditions are outlined in Chapter IV, Mitigation Measures, pp. 150-151. As for weekday conditions, the intersection at 19th Avenue and Winston Drive cannot be mitigated.

Future (2015) Cumulative Holiday Weekday and Weekend Conditions

In the future, three intersections would deteriorate to LOS E or F during the holiday weekday p.m. peak hour: 19th Avenue and Eucalyptus (from C to E), Junipero Serra Boulevard and Winston Drive (from D to E) and 19th Avenue and Holloway (from E to F). The other study intersections would continue to operate at approximately the same LOS as existing-plus-project conditions.

In the future, the intersection at 19th and Holloway Avenues would deteriorate from LOS E to LOS F during the holiday weekend peak hour, and the intersection at 20th and Eucalyptus Avenues would deteriorate from LOS D under existing-plus-project conditions to LOS E. The other holiday study intersections would continue to operate at the same LOS as existing-plus-project conditions on weekends.

Conclusions

The project would cause significant impacts at the intersections of Buckingham Way/Winston Drive and Junipero Serra Boulevard/Winston Drive during the weekday p.m. peak hour, and at 20th Avenue/Buckingham Way and Winston Drive/Buckingham Way during the weekend midday peak hour. Implementation of mitigation measures could reduce these impacts to a less-than-significant level and would improve the existing LOS. The project would contribute considerably to impacts at four intersections on weekdays during the p.m. peak hour: Winston Drive/Lake Merced Boulevard, Junipero Serra Boulevard/Winston Drive, 19th Avenue/Winston Drive, and Buckingham Way/Winston Drive. The project would contribute significantly during the weekend midday peak hour to the intersections at 19th Avenue/ Winston Drive, Junipero Serra Boulevard/Winston Drive, 20th Avenue/ Buckingham Way, and Buckingham Way/Winston Drive. Of these, all but one could be mitigated to a less-than-significant level; implementation of mitigation measures would improve the existing LOS at these intersections. The deterioration at 19th Avenue and Winston Drive cannot feasibly be mitigated. The project would not result in significant transit, parking, loading, bicycle, pedestrian or construction-related transportation impacts.

D. AIR QUALITY

SETTING

AIR QUALITY CONDITIONS

Winds along the western edge of San Francisco are generally from the southwest to west, off the Pacific Ocean. Wind speeds, in general, are greatest in the spring and summer, and least in fall. Winds are persistent and strong, providing excellent ventilation and carrying pollutants downwind. The persistent winds in San Francisco result in a relatively low potential for air pollution. Even so, in fall and winter there are periods of several days when winds are very light and local pollutants can build up.

The Bay Area Air Quality Management District (BAAQMD) operates a regional monitoring network that measures the ambient concentrations of six air pollutants (the "criteria pollutants"): ozone (O_3), carbon monoxide (CO), fine particulate matter (PM_{10}), lead (Pb), nitrogen dioxide (NO_2) and sulfur dioxide (SO_2).

The federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board designate portions of the state where the federal or state ambient air quality standards are not met, based on air quality monitoring data, as "non-attainment areas." Because of the differences between the national and state standards, the designation of non-attainment areas is different under the federal and state legislation. On the basis of the monitoring data, the Bay Area had been designated a "non-attainment" area with respect to the federal O_3 and CO standards. The Bay Area was subsequently reclassified as a "maintenance" area for CO. The air basin is an attainment area or is unclassified for all other national ambient air quality standards.

Under the California Clean Air Act, the entire San Francisco Bay Air Basin is a non-attainment area for ozone and PM_{10}. The air basin is either in attainment or unclassified for other pollutants under state standards. In addition, San Francisco has experienced violations of the state PM_{10} standards.

A four-year (1998 to 2001) summary of data collected at the San Francisco BAAQMD monitoring station at 10 Arkansas Street (roughly five miles northeast of the project site) indicates that there were no violations in the City of either the one-hour or eight-hour CO standards, or the standards for ozone, nitrogen dioxide, sulfur dioxide or lead. The state PM_{10}

standard was exceeded on 0 to 6 days each year during the four-year period of 1998-2001 (See Table 10.)

Data from air quality monitoring in San Francisco show that there have been violations of the state (but not federal) PM_{10} standards. Particulate levels are relatively low near the coast and increase with distance from the coast, peaking in dry, sheltered valleys. The primary sources of particulates in San Francisco are construction and demolition, combustion of fuels for heating, and vehicle travel over paved roads.[1]

San Francisco, like all other subregions in the Bay Area, contributes to regional air quality problems, primarily O_3, in other parts of the Bay Area. Ozone is not emitted directly from air sources, but is produced in the atmosphere over time and distance through a complex series of reactions involving hydrocarbons (HC) and nitrogen oxides (NO_x), which are carried downwind as the photochemical reactions occur. Ozone standards are violated most often in the Santa Clara, Livermore and Diablo Valleys because local topography and meteorological conditions favor the build-up of ozone precursors there.

In 1999, emissions from motor vehicles were the source of 70 percent of the CO, 41 percent of the HCs, 72 percent of the PM_{10}, 89 percent of the sulfur oxides, and 53 percent of the NO_x emitted in San Francisco.[2]

The Bay Area has both a federal and state air quality plan. Both plans propose the imposition of controls on stationary sources (factories, power plants, industrial sources, etc.) and Transportation Control Measures (TCMs) designed to reduce emissions from automobiles.

SENSITIVE RECEPTORS

The BAAQMD defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill, and the chronically ill) are likely to be located. These land uses include residences, schools, playgrounds, child care centers, retirement homes,

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[1] Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, April 1996 (revised December 1999).

[2] Ibid.

Table 10: San Francisco Air Pollutant Summary, 1998-2001

Pollutant	Standard	Monitoring Data by Year[a]			
		1998	1999	2000	2001
Ozone					
Highest 1-hr average, ppm	0.09[b]	0.05	0.08	0.06	0.06
Number of standard excesses		0	0	0	0
Highest 8-hr average, ppm	0.08[c]	0.05	0.06	0.04	0.05
Number of standard excesses		0	0	0	0
Carbon Monoxide					
Highest 8-hr average, ppm	9.0[b]	4.0	3.7	3.2	2.8
Number of standard excesses		0	0	0	0
Nitrogen Dioxide					
Highest 1-hr average, ppm	0.25[b]	0.08	0.10	0.07	0.07
Number of standard excesses		0	0	0	0
Sulfur Dioxide					
Highest 1-hr average, ppm	0.025[b]	0.005	0.007	0.008	0.008
Number of standard excesses		0	0	0	0
Particulate Matter (PM_{10})					
Highest 24-hr average, $\mu g/m^3$	50[b]	52	78	63	65
Number of standard excesses		1	6	2	5
Annual Geometric Mean, $\mu g/m^3$	30[b]	20.2	22.6	20.7	25.0

Notes:

ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter.

[a] All data were collected at the Arkansas Street Station.

[b] State standard, not to be exceeded.

[c] Federal standard, not to be exceeded.

Source: California Air Resources Board, Aerometric Data Analysis & Management (ADAM), 2002; Donald Ballanti, Certified Consulting Meteorologist.

convalescent homes, hospitals and medical clinics. The closest sensitive receptors to the project site are the Stonestown Apartments abutting the project to the southwest and residences north of Eucalyptus Drive. Rolph Nicol Park is directly west of the project site.

IMPACTS

SIGNIFICANCE CRITERIA

A project would have a significant effect on the environment with respect to air quality if it would violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The BAAQMD specifies the significance criteria as follows:[3] (1) project impacts would be considered significant if they cause operation-related emissions equal to or exceeding an established threshold of 80 pounds per day of reactive organic gases (ROG), NO_x, or PM_{10}, or cause CO concentrations above the state ambient air quality standard; (2) project impacts would also be considered to make a significant contribution to cumulative regional air quality effects if the project impacts exceed these standards. If project air quality impacts would not exceed the BAAQMD thresholds, the project still may be found to contribute to significant cumulative air quality impacts if the project is inconsistent with the local *General Plan's* air quality element.[4]

METHODOLOGY

Estimates of regional emissions generated by project traffic were made using the methodology recommended by the BAAQMD for calculation of mobile source emissions. Daily emissions of pollutants from project-related traffic in 2002 and 2015 were estimated using a program called URBEMIS-7G developed by the California Air Resources Board. Inputs to the URBEMIS-7G program include daily trip generation rates, vehicle mix, average trip length by trip type and average speed. Daily and weekend trip generation rates for project land uses were provided in the project transportation analysis. Average trip lengths and vehicle mixes for the Bay Area were used. Average speed for all types of trips was assumed to be 25 miles per hour (mph). The analysis is conservative in that it assumed a year 2002 vehicle mix, whereas in future years the vehicle fleet is expected to include fewer high-polluting vehicles, resulting in lower levels of emissions. The URBEMIS-7G runs assumed summertime conditions for ROG, NO_X and PM_{10}.

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[3] Ibid., Section 2.3.

[4] Ibid., Chapter 3.

Localized CO calculations were made using a screening procedure contained in the *BAAQMD CEQA Guidelines*[5] and Caltrans' CALINE4 computer program. Background concentrations of 4.2 ppm (1-hour) and 3.2 ppm (8-hour) were calculated using 1992 isopleths of CO concentration and rollback factors for the year 2002 developed by the BAAQMD. Background concentrations of 3.5 ppm (1-hour) and 2.6 ppm (8-hour) were calculated using 1992 isopleths of CO concentration and rollback factors for the year 2015 developed by the BAAQMD. Emission factors were derived from the California Air Resources Board EMFAC7G computer model (Version 1.0c).

OPERATIONAL EMISSIONS

Air quality impacts from land development projects result from project construction and operation. Construction emissions, primarily dust generated by earthmoving activities and criteria air pollutants emitted by construction vehicles, would have a short-term effect on air quality; a mitigation measure is included in the project to reduce these impacts to less-than-significant levels. Operational emissions, generated by project-related traffic and by combustion of natural gas for building space and water heating, would continue to affect air quality throughout the lifetime of the project.

Project operation would affect local and regional air quality by increasing the number of vehicles on nearby streets and at the project site, and by introducing stationary emissions to the project site. Transportation sources, such as project-generated vehicles, would account for over 90 percent of operational project-related emissions. Stationary source emissions, generated by combustion of natural gas for building space and water heating, would be less than significant.

Regional Impacts

Project traffic would have an effect on air quality outside the project vicinity. Trips to and from the project would result in air pollutant emissions over the entire Bay Area. Table 11 shows the daily increases in regional emissions from auto travel for reactive hydrocarbons and oxides of nitrogen (two precursors of ozone), and PM_{10}. Emissions are below the applicable thresholds, so project impacts on regional emissions would be less than significant.

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[5] Ibid.

Table 11: Project-Generated Regional Emissions (in Pounds per Day)

	Reactive Hydrocarbons	Nitrogen Oxides	PM_{10}
Project Daily Emission	49.2	64.6	24.2
BAAQMD Threshold	80.0	80.0	80.0

Source: Donald Ballanti, Certified Consulting Meteorologist, May 2002. This report is on file with the San Francisco Planning Department and is available for review by appointment as part of the project file.

Local Impacts

The BAAQMD has identified the following screening criteria that would require an estimation of local carbon monoxide concentrations:

- Project traffic would impact intersections or roadway links operating at Level of Service (LOS) D, E or F or would cause LOS to decline to D, E or F.

- Project traffic would increase traffic volumes on nearby roadways by 10 percent or more.

Because project traffic would contribute to delays at intersections currently operating at LOS D, E or F, or would cause LOS to decline to LOS D, E or F, carbon monoxide concentrations at four signalized intersections (all operating at LOS D or worse) were estimated using a screening form of the CALINE-4 computer model developed by the California Department of Transportation.

Table 12 shows predicted 1-hour and 8-hour averaged carbon monoxide concentrations at the four intersections that meet the BAAQMD criteria for modeling. Carbon monoxide concentrations are localized and strongly dependent on local traffic volumes and operating conditions. The data in Table 12 are for worst-case conditions, at the edge of the curb immediately adjacent to traffic. Concentrations at other locations farther from the roadway would be less than those shown in Table 12.

For these intersections the estimated carbon monoxide concentrations with project-generated traffic would be below the applicable state/federal standards (20 parts per million [ppm] for the 1-hour standard and 9 ppm for the 8-hour standard), and, hence, a less-than-significant impact. Concentrations in 2015 would be below current levels, despite increased traffic, due to gradually

declining emission rates for vehicles and background concentrations as older, more polluting vehicles are retired and replaced with lower-emitting vehicles.

The proposed parking garage would be another area of increased carbon monoxide due to slow vehicle travel and vehicle idling. The density of emissions would be far below that occurring at street intersections near the project site. The California Building Code sets requirements to ensure adequate ventilation and avoid accumulation of pollutants and gasoline vapors and would ensure that public exposure to garage exhausts would not represent a significant impact.

Table 12: Existing and Projected Curbside Carbon Monoxide Concentrations at Selected Intersections (in parts per million)

Intersection	Existing (2002)		Existing + Project (2002)		Cum. + Project (2015)	
	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour
19th Avenue/ Sloat Blvd.	7.9	5.8	7.9	5.8	5.3	3.9
19th Avenue/ Winston Drive	7.5	5.5	7.5	5.5	5.3	3.9
19th Avenue/ Holloway Avenue	7.3	5.4	7.4	5.4	5.3	3.9
Junipero Serra/ Winston Drive	6.2	4.6	6.3	4.6	4.7	3.4
Most Stringent Standard	20.0	9.0	20.0	9.0	20.0	9.0

Source: Donald Ballanti, Certified Consulting Meteorologist, May 2002.

Cumulative Impacts

The BAAQMD applies the regional thresholds for ROG, NOx, and PM_{10} to the cumulative air quality analysis (see Significance Criteria, pp. 115-116). Because the project would not exceed these thresholds in the future 2015 scenario, as shown in Table 12, the project would not be considered to contribute incrementally to cumulative regional air quality conditions.

As specified in the Significance Criteria, if regional emissions would not exceed the BAAQMD thresholds, cumulative air quality impacts could still result if the project were determined to be inconsistent with the local *General Plan*. No *General Plan* amendment is required for the proposed project. The project appears to be consistent with existing *General Plan* policies and would not create densities greater than those permitted under existing Planning Code provisions for Planned Unit Development. Therefore, the project would not result in cumulative air quality impacts.

E. SHADOWS

This section describes the project's shadow effects on publicly owned or controlled open space areas ("public open space") that are under the jurisdiction of the Recreation and Park Commission and therefore subject to Planning Code Section 295. In the project vicinity, Rolph Nicol Park, a public park immediately north of the proposed apartment community, and Harding Park, a public park west of Lake Merced Boulevard, are subject to Section 295. Shadows on Rolph Nicol Park are considered in this analysis. Harding Park is beyond the reach of project-related shadows and will not be discussed.

For informational purposes, this section describes the project's shadow effects on sidewalks and public and publicly accessible open space areas on privately owned land ("publicly accessible open space") that are not public parks or are not subject to Section 295. It also describes the shadow cast by the project itself on publicly accessible open space proposed as part of the project.

SETTING

The project site is in southwest San Francisco on the south side of Eucalyptus Drive, immediately west and northwest of the Stonestown Galleria shopping center. The area in the vicinity of the Stonestown Galleria and project site is a mix of retail, office, public/institutional uses such as a university, schools, libraries, churches, a YMCA and a fire station, low-density residential and high-rise residential uses, parks and open spaces, and parking.

Rolph Nicol Park is bounded by Eucalyptus Drive to the north, St. Stephen Church to the east, the project site to the south, and property owned by the San Francisco Unified School District (SFUSD) to the west. Mature pine trees on the project site border the park's southern edge. The pine trees are about 55 to 75 feet tall. On the south and west, and partially on the east, the park has a forested perimeter of eucalyptus and other trees encircling a central lawn that opens onto Eucalyptus Drive. The central lawn, located approximately 50 feet from the proposed project's northern property line, has benches and a play area consisting of a sand pit for toddlers with a slide and swings. A portion of the park is currently shaded by St. Stephen Church in the mornings. No other buildings cast shadow on the park. The central lawn is shaded by the perimeter trees in the mornings and afternoons; it is generally sunny at midday.

Publicly accessible, privately owned open space in the vicinity is located primarily in between or in front of buildings and provides seating areas, lawns, and landscaping. Publicly accessible open space near and on the project site includes the Stonestown Galleria main entry plaza; the central lawn and landscaped open space of Stonestown Apartments; a lawn at the YMCA entrance at 20th Avenue and Eucalyptus Drive; and St. Stephen Church entry court. St. Stephen School has a playground, including basketball courts, in the center of its campus, and a seating area with a fountain west of the entry gate on Eucalyptus Drive. In addition to these privately owned areas, Lowell High School has main and side entry courts, playing fields, and a landscaped lawn area along Eucalyptus Drive; east of the school and just west of Rolph Nicol Park along the sewer easement is an open area belonging to SFUSD that is accessible to the public through Rolph Nicol Park.[1]

For informational purposes, the EIR discusses project-related shadows on the St. Stephen Church entry court[2], St. Stephen School playground, and the SFUSD open space. It also discusses shadows on sidewalks on Eucalyptus Drive and within the Stonestown property along Buckingham Way. The remaining open spaces and sidewalks near the project site are beyond the reach of project-related shadow and will not be discussed in the Impacts section.[3]

IMPACTS

SIGNIFICANCE CRITERIA

A project would have a significant effect on the environment under CEQA with respect to shadows if net new shadow created by the project would have a significant adverse impact on the use or enjoyment of a public park. Relevant factors include existing shadow, time of day, period of year, duration and extent of shadow, and overall importance of sunlight to the utility of the open space.

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[1] The SFUSD property contains a Significant Natural Resource area that is described in Section III.F, Biological Resources, of this document. It has remnants of native Dune habitat.

[2] In response to comments received on the Notice of Preparation, the discussion of St. Stephen Church will also cover, for informational purposes, project shadows on stained glass windows along the south elevation of the church.

[3] These spaces are the Stonestown Galleria main entry plaza; the central lawn and landscaped open space of Stonestown Apartments; the YMCA entrance lawn; and the St. Stephen School seating area on Eucalyptus Avenue. All open spaces on the Lowell High School property are beyond the reach of project-related shadow.

Planning Code Section 295, adopted in 1984 pursuant to voter approval of Proposition K, generally prohibits the issuance of building permits for structures over 40 feet in height that would cause new shadow on open space under the jurisdiction of, or designated to be acquired by, the Recreation and Park Commission unless the Planning Commission, in consultation with the General Manager of the Recreation and Park Department, determines that the new shadow would not have a significant adverse impact on the use of such property. The Initial Study (Appendix A, pp. 31-32) determined that the 50-foot-tall apartment community could have a significant shadow effect under Planning Code Section 295 because it would create net new shadow on Rolph Nicol Park, an open space under the jurisdiction of the Recreation and Park Commission.[4] The project would not shade any other public areas subject to Section 295. In 1989, the Planning Commission and the Recreation and Park Commission adopted criteria pursuant to Section 295 for evaluating the significance of new shadow on 15 parks in the general downtown area. No formal criteria for the significance of new shadow on Rolph Nicol Park have been adopted under Section 295; thus, case-by-case review, taking into consideration the circumstances, would be required.

PROJECT SHADOWS

The project proposes three 50-foot-tall buildings forming the apartment community; a 30-foot-tall senior care facility; a 12-foot-tall cinema garage; a 27-foot-tall grocery market; three 15-foot-tall neighborhood-serving retail spaces; and a 23-foot-tall east parking garage. Shadow patterns for existing buildings in the project area and for the project are shown in Figure 23 for the maximum extent of shadow on Rolph Nicol Park, and in Figures 24-27 for representative times during the four seasons: during winter and summer solstices, when the sun is at its lowest and highest, and during spring and fall equinoxes, when the sun is at its midpoint. The times selected are 10:00 a.m., noon, and 3:00 p.m. Pacific Standard Time (PST) in March and December, and Pacific Daylight Time (PDT) in June and September. The figures show shadows by the apartment community on Rolph Nicol Park and, for informational purposes, shadows cast by all of the project buildings on public and publicly accessible open space, sidewalks, and streets in the vicinity. Shadows created by existing buildings and structures are shown in light grey. The maximum extent of the project building shadows, shown as though there were no existing

[4] The shadow fan prepared for the Initial Study excludes shadows cast by existing buildings and by trees on the project site and within Rolph Nicol Park. The project analyzed in this EIR has been substantially reduced from the proposal analyzed in the Initial Study; the EIR project would not shade Harding Park or any parks subject to Section 295 other than Rolph Nicol. A copy of the shadow fan is on file with the San Francisco Planning Department, 1660 Mission Street, and is available for review by appointment as part of the project file.

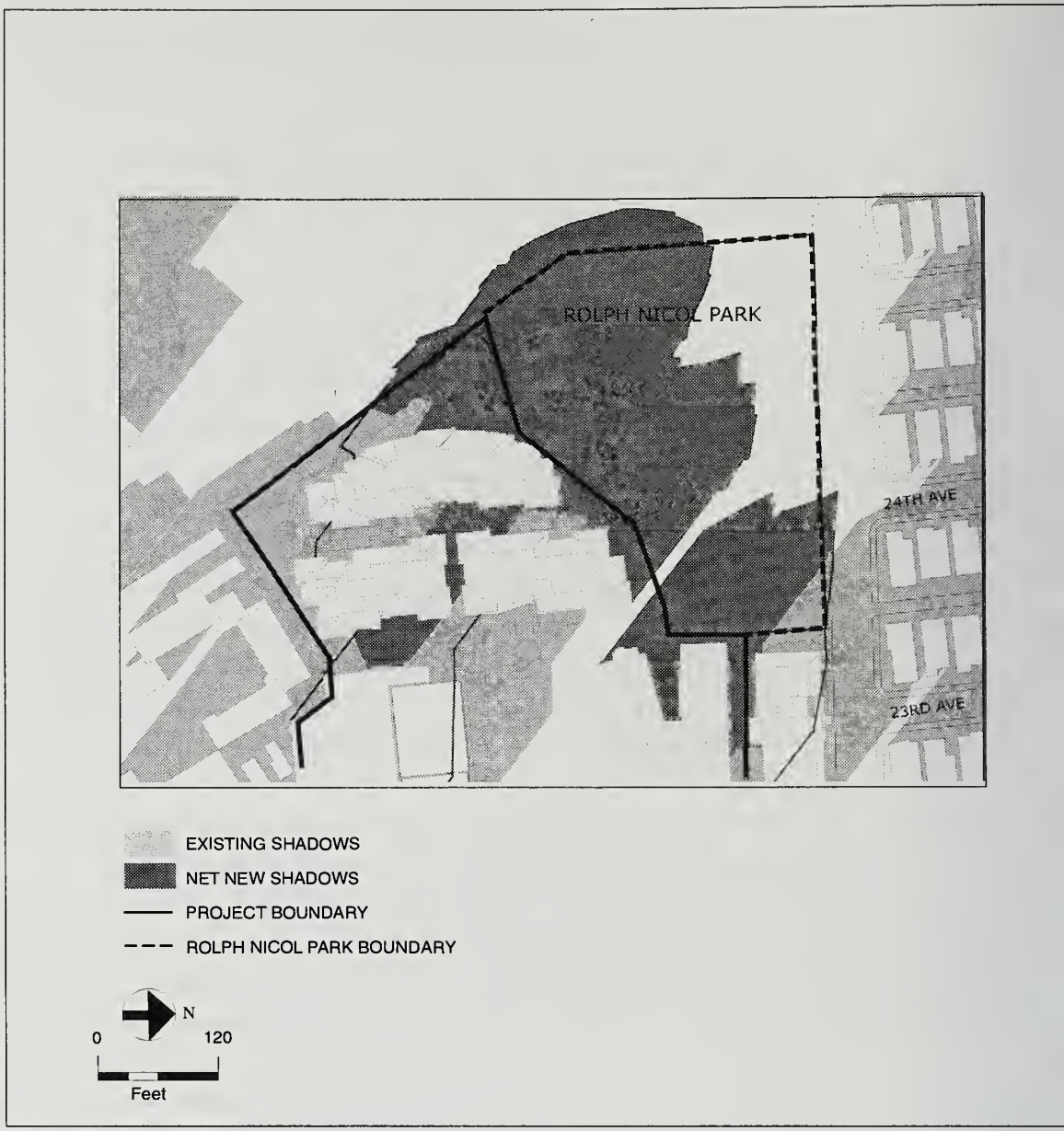
intervening buildings, is outlined by a heavy black line. Within this outline, areas that would not otherwise be shadowed but for the project ("new shadow") are depicted in dark grey.

Project Shadows on Rolph Nicol Park

The proposed 50-foot-tall apartment community would be subject to Planning Code Section 295, which provides for a Planning Commission hearing and disapproval if the Commission, acting with the advice of the Recreation and Park Commission, finds that the proposed buildings would have a significant adverse impact on the use of Rolph Nicol Park. A shadow analysis of the apartment community's impacts on Rolph Nicol Park has been prepared for this EIR in accordance with Section 295. Under Section 295, new project shadow is evaluated without respect to shadows cast by existing trees. On an annual basis over the course of the day from one hour after sunrise to one hour before sunset, the proposed apartment community would add about 2.03 percent new shadow to Rolph Nicol Park measured in square-foot-hours.[5] The new shadow would occur throughout the year. The park would receive maximum shadow from the apartment community one hour after sunrise on December 21 when about 35 percent of the park would be shaded by it. (See Figure 23: Maximum Extent of Shadows on Rolph Nicol Park, December 21, 8:22 a.m. PST.) The apartment community would cast new shadow on about 7 percent of the park at 10:00 a.m. and on about 3 percent at noon. Less than 1 percent of the park would be shaded by the apartment community after 3:00 p.m. (See Figure 24: Shadow Patterns on December 21 PST.) The coverage and duration of shadow would be less at other seasons of the year. (See Figures 25-27.) By 10:00 a.m. in March, June and September, the apartment community would shade less than 5 percent, 1 percent, and 3 percent of the park, respectively.

The apartment community would not shade the play area at any time during the year. At those times when it would shade the lawn in the park, those areas of the lawn would already be shadowed by existing trees located between the lawn and the apartment community site. Most of the shadow would be cast on existing trees. For these reasons and because the new shadow would not be expected to alter the use or enjoyment of the park by the public, new shadow created by the apartment community would not be considered a significant or adverse impact under CEQA. The Planning Commission, acting with the advice of the Recreation and Park Department General Manager, will also make a final determination under Planning Code Section

[5] On an annual basis, St. Stephen Church currently contributes about 0.50 percent of shadow to Rolph Nicol Park.



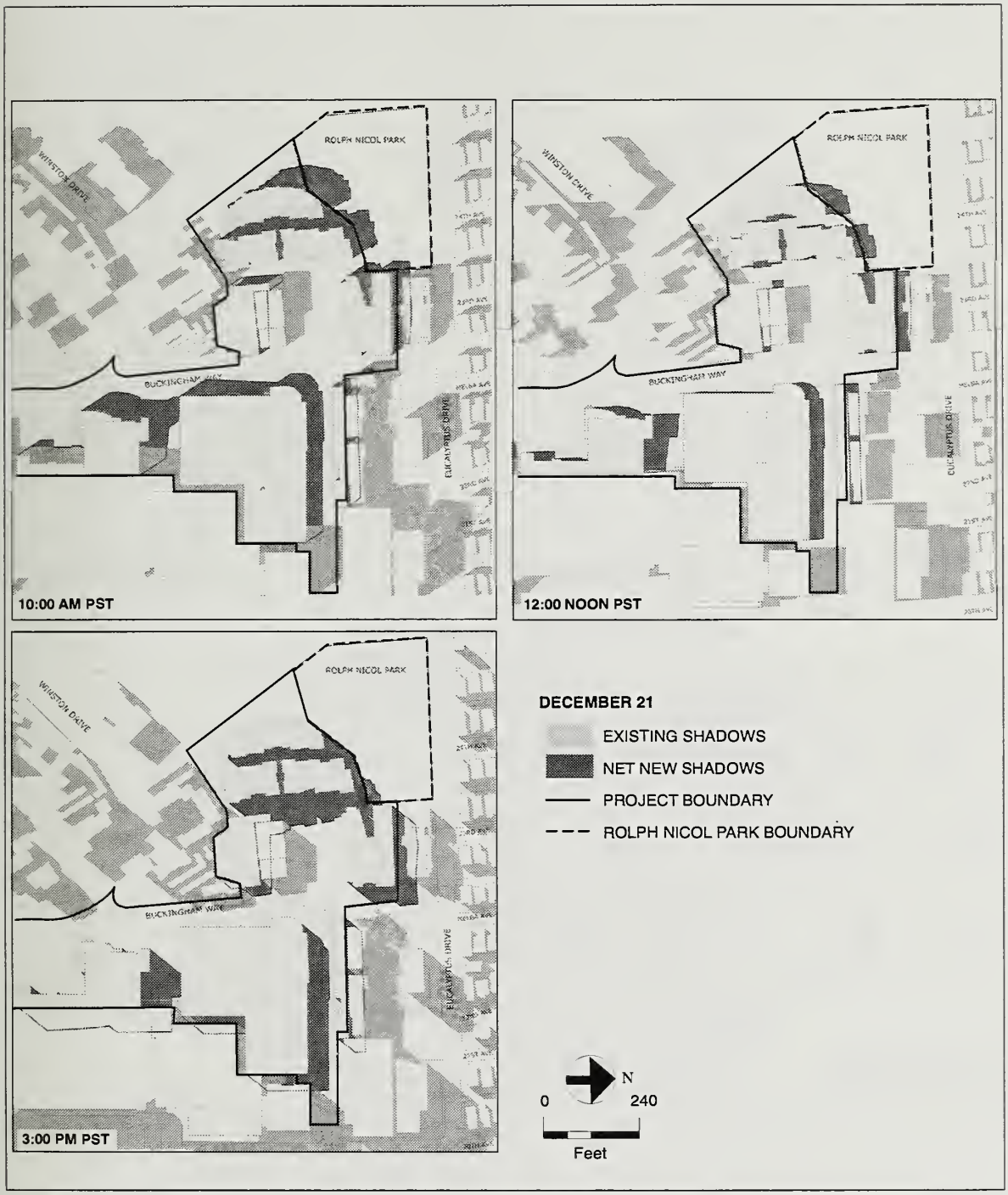
EIR/7.2.02

SOURCE: CADP, Turnstone Consulting

STONESTOWN VILLAGE

2000.1258E

FIGURE 23: MAXIMUM EXTENT OF SHADOW ON ROLPH NICOL PARK, DECEMBER 21, 8:22 a.m. P



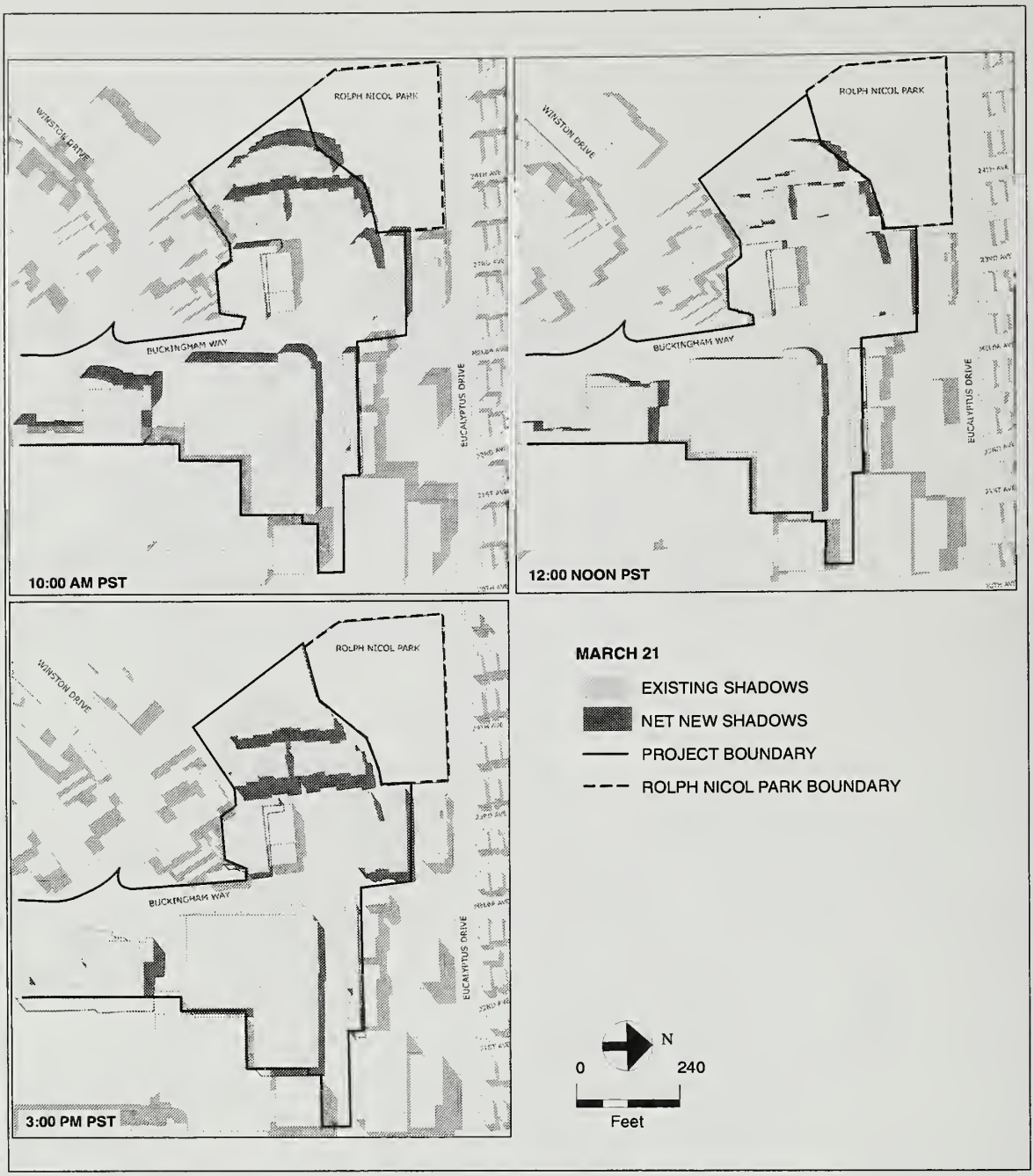
EIR/7.2.02

SOURCE: CADP, Turnstone Consulting

STONESTOWN VILLAGE

2000.1258E

FIGURE 24: SHADOW PATTERNS ON DECEMBER 21 (10 a.m., Noon, 3 p.m. PST)



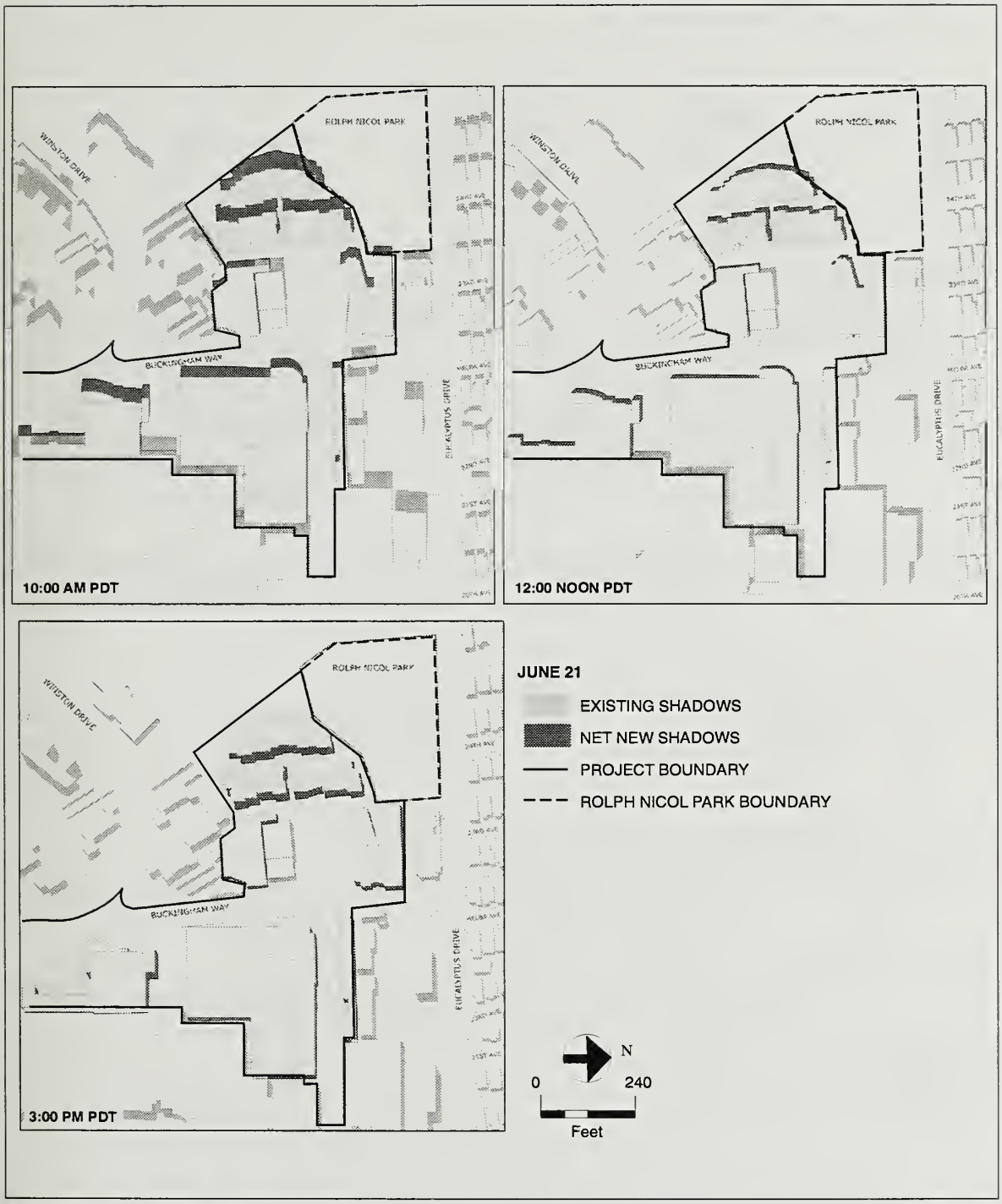
EIR/10.08.02

SOURCE: CADP, Turnstone Consulting

STONESTOWN VILLAGE

2000.1258E

FIGURE 25: SHADOW PATTERNS ON MARCH 21 (10 a.m., Noon, 3 p.m. PST)



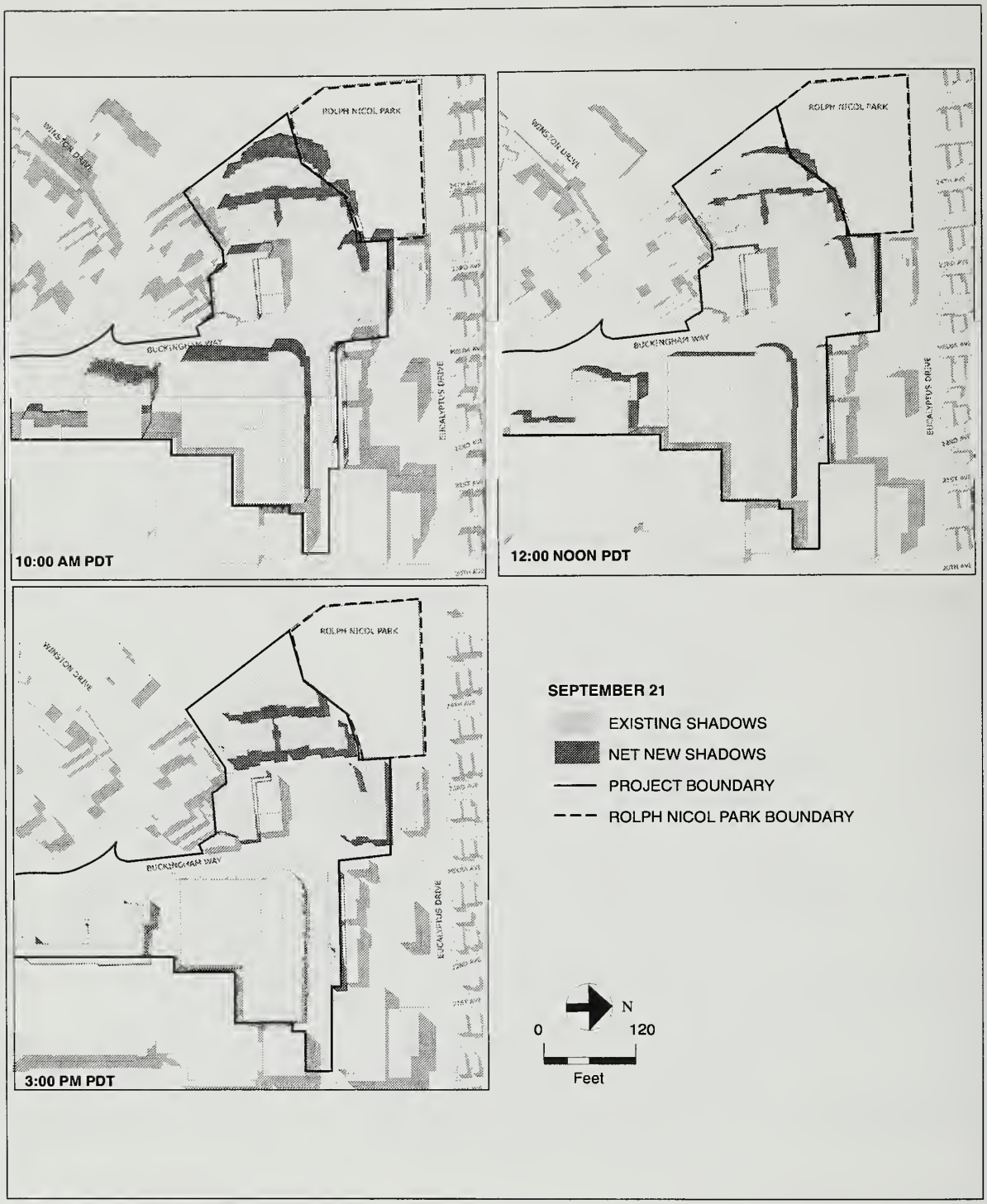
EIR/10.8.02

SOURCE: CADP, Turnstone Consulting

STONESTOWN VILLAGE

2006.1258E

FIGURE 26: SHADOW PATTERNS ON JUNE 21 (10 a.m., Noon, 3 p.m. PDT)



EIR/7.2.02

SOURCE: CADP, Turnstone Consulting

STONESTOWN VILLAGE

2000.1258E

FIGURE 27: SHADOW PATTERNS ON SEPTEMBER 21 (10 a.m., Noon, 3 p.m. PDT)

295 with respect to the significance of shadows from the apartment community on Rolph Nicol Park.

The senior care facility is not subject to Section 295 because it does not exceed 40 feet in height. It would, however, cast new shadow on the eastern portion of Rolph Nicol Park in the mornings. It would shade the children's play area in the very early morning in December and January. It would not shade the play area after 9:30 a.m. at any time during the year. It would not shade any part of the park after 12:00 noon at any time during the year. Shadow from the proposed senior care facility would be minimal compared to the available sunlight during the times of day when the park is used and would not affect the use or enjoyment of the park by the public. Therefore, it would not be considered a significant or adverse impact under CEQA.

Shadows on Other Public and Publicly Accessible Open Space and Sidewalks for Informational Purposes

Other public and publicly accessible open space areas affected by project-related shadow are the St. Stephen Church entry court on the east side of the church, St. Stephen School playground, and the SFUSD-owned area west of Rolph Nicol Park. New publicly accessible open space is proposed as part of the project.

Publicly accessible open space at St. Stephen Church includes an entry court adjacent to the eastern church entrance and a terrace at the southeast corner of the church. These areas contain benches and landscaping.

During the morning, noon, and afternoon hours of the winter months, the proposed senior care facility, planned approximately 36 feet from the south-facing wall of St. Stephen Church, would cast new shadow on a portion of the terrace located to the south and east of St. Stephen Church. There are stained glass windows on the southern elevation of the church. Shadow would not reach the upper row of stained glass windows at any time of the day throughout the year.[6] The maximum new shadow cast by the senior care facility on the south wall would extend just below the western two upper windows in the early morning hours, approximately 8:00 a.m., during the winter months. Under worst-case shadow conditions on December 21st, the lower row of stained glass windows would not be in shadow after 9:00 a.m.

[6] A copy of the shadow analysis of the stained glass windows is on file with the San Francisco Planning Department, 1660 Mission Street, and is available for review, by appointment, as part of the project file.

Open space at St. Stephen School consists of a playground north of Buckingham Way and south of Eucalyptus Drive, and a seating area on Eucalyptus Drive, west of the entrance gate. In morning, noon and afternoon hours of the winter months (November to February), the proposed 15-foot-tall neighborhood-serving retail space along the east-west leg of Buckingham Way would cast new shadow on the school buildings. However, none of the playground or seating areas would be in new shadow from the proposed project at any time of the day or year.

The proposed apartment community would shade the SFUSD area west of Rolph Nicol Park during the early morning hours of the winter months approximately one hour after sunrise. (See Figure 23.) At this time, the area is already fully shaded by existing trees in the park and on the project site. It would not be shaded by the project at any time of the year after 9:30 a.m.

The proposed senior care facility would cast new shadow on approximately 60 linear feet of the south sidewalk on Eucalyptus Drive, adjacent to Rolph Nicol Park one hour after sunrise in the winter months. (See Figure 23.) No other public sidewalks outside of the Stonestown shopping center would be shaded by the proposed project.

Within the Stonestown property, the sidewalks along the north-south- and east-west-running legs of Buckingham Way would be shaded by project buildings at various times of the day, as shown in Figures 24-27. The east parking garage would create new shadow on the eastern and southern portions of the sidewalk throughout the day during the winter months. The southern portion of the east-west leg of the Buckingham Way sidewalk would be in new shadow from the east parking garage during the afternoon hours of the spring and fall months.

Shadows on Publicly Accessible Open Space Proposed as Part of the Project

Publicly accessible open space proposed as part of the project includes the 18,300-gsf central pedestrian walkway and plaza among the three apartment community buildings. The senior care facility would have two publicly accessible open spaces with seating, totaling about 17,220 sq. ft. on the west (above the loading deck) and east sides of the building. A plaza is proposed adjacent to the market's southern entrance. No other publicly accessible open space is proposed for the other retail components of the project.

The proposed apartment community would create shadow on its own pedestrian walkway during most of the day throughout the year. The senior care facility would create shadow at the eastern entrance during the afternoon hours throughout the year and would shade portions of the open

space area above the loading dock throughout the day during the fall through winter months. Portions of the proposed market plaza would be in new shadow from the proposed 15-foot-tall retail area flanking the southern entrance of the Stonestown Galleria shopping center during morning hours throughout the year.

F. BIOLOGICAL RESOURCES

SETTING

The project site consists of a paved, landscaped parking lot at the Stonestown Galleria shopping center. There is also a sloped, forested area containing mostly mature eucalyptus trees at the western edge of the site. The northwestern portion of the site, adjacent to Rolph Nicol Park, contains a row of mature Monterey pine trees that overhang the parking lot on the project site. The row of pines extends for about 250 linear feet and is about four to five feet inside the northern property line.

The Stonestown Village project site is south of Rolph Nicol Park. The park contains a children's playground and a circular lawn area in the middle, and is surrounded by eucalyptus and cypress trees, and various trees and shrubs planted along the property perimeter. North of the Stonestown property line, under the canopy of mature eucalyptus and other trees, is a row of specially grown eucalyptus trees planted in the 1980s and again in 1997 specifically to be harvested as food for koalas at the San Francisco Zoo. The species of eucalyptus that are commonly used in landscaping are not suitable as food for koalas; the stand along the southern perimeter of the park's circular lawn includes a variety of different species the koalas prefer.[1]

Significant Natural Resource Areas are remnants of an original landscape region between San Bruno Mountain and the Golden Gate Headlands that support native species or natural communities or habitats. There is an approximately 150-sq.-ft. area immediately west of Rolph Nicol Park, on property owned by the San Francisco School District at the end of the trussed portion of the sewer, that has been designated as a Significant Natural Resource Area in San Francisco. The area contains remnants of Dune scrub habitat. Native plants found in the area include blue lupine (*Lupinus angustifolus*), yarrow (*Achilleaerba-rotta moschata*), and coyote brush (*Baccharis pilularis*). The area also supports non-indigenous species, including non-native grasses. It was disturbed in the past for construction of the sewer and has been degraded. The San Francisco Recreation and Park Department ranks the area as a "C" area, which generally indicates that it is characterized by a non-indigenous landscape, but contributes to the biodiversity

[1] Koalas eat four to five different eucalyptus species daily and approximately 20 different species in one week. The Zoo harvests various eucalyptus leaves throughout San Francisco and San Mateo County. Rolph Nicol Park is one of several areas in the City where a variety of species are grown. Other local locations include McLaren Park in Stern Grove, the San Francisco Zoo, and various public schools within San Francisco. These trees are harvested approximately once every month.

of the region by providing wildlife habitat. Areas ranked "C" do not necessarily meet the criteria used to identify Significant Natural Resource Areas.[2]

The project site, Rolph Nicol Park, and the adjoining open spaces do not support or provide habitat for any rare, threatened, or endangered wildlife or plant species. There are no known species of birds or animals with special designation.

IMPACTS

STANDARDS OF SIGNIFICANCE

A project is considered to have a significant effect on the environment if it would substantially affect a designated rare or endangered species of animal or plant, or the habitat of the species; substantially diminish habitat for rare or endangered fish, wildlife, or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species; result in a substantial loss or degradation of wetlands; or require removal of substantial numbers of mature, scenic trees.

Impact of Construction Activities on Existing Trees

The project site would redevelop parking areas of the Galleria shopping center. According to the project landscaping plan, approximately 50 trees, including species of Myoporum (*Myoporaceae laetum*), Monterey pines (*Pinus radiata*), blue gum eucalyptus (*Eucalyptus globulus*), and New Zealand Christmas trees (*Metrosideros excelsus*), planted in the various parking lots and along the property perimeter, would be removed during various phases of construction activity. Approximately 300 new trees would be planted in the proposed parking lots and adjacent to proposed and existing buildings on site. The forested area along the western portion of the project would be preserved as dedicated open space; approximately five mature blue gum eucalyptus trees in that area would be removed for the relocation of the existing sewer line.

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[2] *Staff Report on the Significant Natural Resource Areas Management Plan*, San Francisco Recreation and Park Department, adopted by the San Francisco Recreation and Park Commission via Resolution No. 9501-008, January 19, 1995. In order to identify the Significant Natural Resource Areas, a general set of criteria has been established. These include 1) properties containing naturally occurring biotic and/or geomorphic remnants of indigenous landscape; 2) properties that conform to the California Department of Fish and Game criteria; 3) properties containing special geologic, riparian zones, and/or wildlife habitat; 4) properties containing corridors or are connectors between natural areas; or 5) properties with natural resource areas vulnerable to degradation from an imminent ecological crisis.

Construction of building one of the apartment community and an emergency fire access lane north of apartment building two would require pruning some of the mature Monterey pine trees along the northwestern border of the project site adjacent to Rolph Nicol Park. Some trees would be as close as nine feet to the apartment building and closer than five feet to the 25-foot-wide emergency fire access lane.[3] Though it is anticipated that none of the trees would need to be removed, tree canopies overhang approximately 15 to 30 feet into the development site and would need to be pruned back. Additionally, construction of the basement garage for the apartment community would occur directly below all three apartment building footprints and central pedestrian walkway and plaza. Root systems for some of the nearest pines extend into this proposed construction area. Over-pruning and excavation into their root systems could affect the health of these trees. The project sponsor could retain an arborist to direct this work and ensure that the pines would not be damaged during construction, as described in an improvement measure on p. 157.[4]

Construction-related activity and moving construction equipment around the project site could temporarily disturb roosting birds or other animal life on the site, in the park, and within the immediate vicinity. These bird and animal species do not have special designation; none are threatened or endangered. Birds discouraged from roosting in the trees closest to the project would find other suitable locations, as there are parks and open areas nearby. Construction activity and noise are temporary and birds and animals would return to the site and surroundings after disturbance has ceased.

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[3] Generally, a 14-foot-high clearance is required for fire trucks and emergency-service vehicle access. Vegetation within the proposed emergency service and fire lane would need to be pruned regularly in accordance with standards and recommendations of the San Francisco Fire Department.

[4] During a site visit on September 18, 2002, arborist Barrie D. Coate recommended the following for pruning, grading, and excavation activities near the Monterey pine trees along the northwestern property line, adjacent to Rolph Nicol Park: pruning activity should not remove more than 30% of the total foliage for each tree; grading and excavation within the root systems should optimally occur not closer than ten feet from the base of each tree. As observed, much of the foliage grows along the south-facing side, where access to sunlight is more abundant. Pruning activity, particularly adjacent to the northwest corner of apartment building one, would result in trees being thinned at the lower levels, leaving a foliage structure primarily in the upper levels. Such pruning activities should not jeopardize the health of these trees, provided arborist recommendations are followed. Lastly, Mr. Coate indicated that most of these pines are infected with pine pitch canker. The subject pines, if diseased limbs are removed, could survive an additional 20 years.

Impact of Project Shadows

As described in Section III.E, Shadows, the proposed apartment community and senior care facility would cast new shadow on portions of Rolph Nicol Park and the Significant Natural Resource Area during various times of the day and year. The project was assessed as to whether new project-related shadow could affect the rate of growth or nutrient capacity of the special species of eucalyptus trees grown in Rolph Nicol Park for koala food, or impact native plant species within the Significant Natural Resource Area.

New project-related shadow would be cast on the special species of eucalyptus trees grown to provide food for koalas along the southern portion of the park during the morning and mid-day hours from late September through early March, with the peak in late December. The great majority of shoot elongation and production of new foliage by these trees occurs during the spring months, between March and June.[5] These months coincide with the time of year when little new project shadow would be cast on them. Additionally, an existing stand of mature pines and eucalyptus trees and various other trees and shrubs grow directly south of and over these special species of eucalyptus trees, forming a canopy that shades them for most of the day throughout year. The consulting arborist has advised that new project-related shadow would not adversely impact growth or nutrient production of the eucalyptus trees used as food supply for the koalas.[6]

Similarly, new project-related shadow from the apartment community south of Rolph Nicol Park would reach the Significant Natural Resource Area in the early morning during the winter months. At the times when project shadows would reach the area, it would already be shaded by mature trees in Rolph Nicol Park. Given that the project could shade this area only during the dormant winter months, the project would not affect the viability of native plants in the area.

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[5] Commentary letter regarding potential shading of trees at Rolph Nicol Park, prepared by Barrie D. Coate, Consulting Arborist, June 14, 2002. The letter is on file with the San Francisco Planning Department, 1660 Mission Street, and is available for review by appointment as part of the project file.

[6] Ibid.

Conclusion

The project would not affect rare or endangered species of plants or animals, nor would it diminish habitat of any species or require the removal of significant numbers of mature trees. Therefore, the project would not result in significant impacts on biological resources.

G. HAZARDOUS MATERIALS

SETTING

No locations on the project site are included on the Cortese List[1] or any of the federal hazardous sites lists.[2] Some historic and current activities at the project site and in its vicinity could have resulted in the release of chemicals into the soil and groundwater. The former Cadillac dealership at 595 Buckingham Way, adjacent to the project site, is included on the state Leaking Underground Storage Tank list (LUST) and on the Underground Storage Tank database, both maintained by the State Water Resources Control Board.[3] The existing cinema structure was constructed on a former Chevron station; this site is not included on the LUST list or other hazardous sites lists. The buildings at 553-555 Buckingham Way were used for automobile repair activities, and are also not on the LUST list or other hazardous sites lists. There are no known underground storage tanks (USTs) currently in operation on the project site. A number of studies have been carried out for soil and groundwater at locations on and adjacent to various buildings that have histories of hazardous chemical use, both on and adjacent to Stonestown. The results of these studies are provided in various site assessment reports and environmental investigation reports; these reports are summarized in this section.

REGULATORY FRAMEWORK

The California Environmental Protection Agency Department of Toxic Substances Control regulates the generation, transportation, treatment, storage and disposal of hazardous materials that are discarded, abandoned or to be recycled. The Regional Water Quality Control Board, San Francisco Bay Region (RWQCB) is responsible for regulating surface water and groundwater

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[1] The Cortese List is maintained by the California Environmental Protection Agency Office of Emergency Information. It identifies public drinking water wells with known contamination, sites with hazardous substances that have been selected for remediation, sites with underground storage tanks with reportable releases, and sites with known toxic materials identified in the abandoned site assessment program.

[2] P&D Environmental Services, *Expanded Phase I Environmental Site Assessment, Stonestown Galleria, 19th Avenue and Winston Drive, San Francisco, California 94132* (hereinafter cited as "P&D Environmental, *Expanded Phase I*"), November 9, 2000, p. 6. A copy of this report is on file with the San Francisco Planning Department at 1660 Mission Street, and is available for public review, by appointment, as part of the project file.

[3] P&D Environmental, *Expanded Phase I*, Appendix E.

quality in the Bay Area. The *Water Quality Control Plan for the San Francisco Bay Basin* ("Basin Plan") establishes overall policies for water quality in the region. The RWQCB oversees petroleum contamination of groundwater and related soils due to spills and leaks from USTs. Much of the UST oversight is delegated to local agencies in the region. In San Francisco, the Department of Public Health, Environmental Health Section, Hazardous Materials Local Oversight Program has been delegated the authority to regulate cleanup of most UST sites. The RWQCB provides guidance and cleanup levels used by the City's local oversight program (LOP).

There are two aspects to the RWQCB approach to petroleum contamination from USTs. The *Interim Guidance on Required Cleanup at Low Risk Fuel Sites*, issued in 1996, recommends that biological breakdown of petroleum-related chemicals (passive remediation) be carried out as remediation for most leaking UST sites. This recommendation was based on an extensive study by the Lawrence Livermore National Laboratory that evaluated leaking UST cases throughout California and concluded that "petroleum plumes tend to stabilize close to the source, generally occur in shallow groundwater and rarely impact drinking water wells in the state."[4] Since issuance of the 1996 *Interim Guidance*, active cleanup to physically remove chemicals from leaking UST sites has generally been confined to sites with gasoline floating on the water table. The focus of current UST remediation is to define the extent of contamination and monitor the course of natural degradation of petroleum hydrocarbons in shallow groundwater at "low-risk" sites. Low-risk groundwater sites are defined as sites where the leak has been stopped and sources have been removed, the site has been adequately characterized, the dissolved hydrocarbon plume is not migrating, no water wells, drinking water aquifers or surface water would be impacted, there is no significant risk to human health, and there is no significant risk to the environment.[5]

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[4] California Regional Water Quality Control Board, Memorandum to San Francisco Bay Area Agencies Overseeing UST Cleanup and Other Interested Parties, January 5, 1996, p. 1. A copy of this memorandum is available in AllWest Environmental, Inc., *Review of Comments, Stonestown Public Scoping, Stonestown Village Project*, June 24, 2002 (hereinafter "AllWest, June 2002"), p. 6. A copy of this report is on file with the San Francisco Planning Department at 1660 Mission Street, and is available for public review, by appointment, as part of the project file.

[5] Regional Water Quality Control Board, Interim Guidance on Required Cleanup at Low Risk Fuel Sites, January 5, 1996, presented in AllWest, June 2002, Appendix C.

The determination as to what constitutes a low-risk site is based on Risk-Based Screening Levels (RBSLs) established by the RWQCB.[6] The RBSLs are helpful in understanding whether chemicals detected would be considered potentially hazardous, requiring a full risk assessment, or would not be considered hazardous to human health or the environment. They were developed in relation to human health and environmental protection goals identified in the Basin Plan, and are based on risk assessments carried out on contaminated sites throughout the United States. For most sites, risks to human health and the environment can be considered insignificant at sites where concentrations of chemicals do not exceed the RBSLs. The presence of chemicals at concentrations above the RBSLs does not necessarily indicate a significant risk to human health and the environment, but can suggest that additional studies are needed. Sites with special conditions, such as former mine sites or landfills, and sites adjacent to wetlands, streams, lakes or other water bodies, may need to use other methods to determine environmental and human risk levels. Those circumstances are not present at Stonestown.

The RBSLs for petroleum hydrocarbons and key components of petroleum hydrocarbons are listed in Table 13, to assist in evaluating the results of the various soil and groundwater studies that have been carried out at Stonestown. There are several RBSLs for total petroleum hydrocarbons (TPH), including TPH as gasoline, TPH as diesel, and TPH as "residual fuels" such as motor oil and waste oils. There are also RBSLs for typical petroleum components, including benzene, toluene, ethyl-benzene and total xylenes. RBSLs are established at different levels for chemicals in surface soils, in subsurface soils deeper than 10 feet, in groundwater that could be a drinking water source, and in groundwater that is not a potential source of drinking water. There are different RBSLs for chemicals in soil depending on whether the site is proposed for residential use or commercial/industrial use. The RBSLs that are used here to assess the results of soils and groundwater tests carried out for the project site and adjacent properties are those for surface soils less than 10 feet deep assuming residential use, and those for groundwater that is a potential source of drinking water. Residential use RBSLs are presented for chemicals in soil to provide a conservative evaluation. The potential drinking water source RBSLs were selected even though groundwater in San Francisco is not used for drinking water because it is more conservative in terms of potential impacts and because some groundwater in the area flows to

[6] California Regional Water Quality Control Board San Francisco Bay Region, *Application of Risk-Based Screening Levels and Decision Making to Sites With Impacted Soil and Groundwater, Volume 1: Summary Tier 1 Lookup Tables*, Interim Final, December 2001, available at the Regional Water Quality Control Board website at www.swrcb.ca.gov/rwqcb2. No updates for petroleum hydrocarbons have been published through September 2002.

Table 13: Petroleum Hydrocarbon Risk-Based Screening Levels for Residential Uses

Chemical	Risk Based Screening Levels	
	Surface Soil	Groundwater [1]
TPH gasoline	100 ppm	0.1 ppm
TPH diesel	100 ppm	0.1 ppm
TPH motor oil	500 ppm	0.1 ppm
Benzene	0.045 ppm	1.0 ppb
Toluene	2.6 ppm	40 ppb
Total Xylenes	1.0 ppm	13 ppb
Ethyl-benzene	2.5 ppm	30 ppb

Notes: ppm = parts per million; ppb = parts per billion.
[1] Assumes that groundwater is a potential source of drinking water; groundwater in the Stonestown area is not currently used for drinking water.

Source: RWQCB, *Application of Risk-Based Screening Levels, Volume 1*, Table A, 2001.

Lake Merced, which is designated as an emergency drinking water source for the City. The applicable RBSLs related to petroleum hydrocarbons are shown in Table 13. The results of the various soil and groundwater investigations are presented below, and related to RBSLs in Table 13.

LAND USE HISTORY

Historically, prior to the development of the Stonestown Shopping Center in the early 1950s, the project site was mainly undeveloped land. Planning Department records from 1946 show that the site was privately owned land belonging to the Lakeshore Acres Country Club.[7] The Stonestown Shopping Center, an open-air shopping mall, was constructed in the early 1950s by the Stoneson brothers. The retail uses in the shopping center would not be expected to include substantial use of chemicals that could have been released to soil or groundwater. The shopping center was

[7] Levine-Fricke, *Phase I Environmental Assessment Report, Stonestown Shopping Center, San Francisco, California*, June 15, 1988 (hereinafter Levine-Fricke, *Phase I*), p. 4. This report is on file with the San Francisco Planning Department at 1660 Mission Street, and is available for public review, by appointment, as part of the project file.

completely remodeled in 1987-1988, and was converted to the Stonestown Galleria, an enclosed, two-level shopping mall. It continues to house retail stores. No information about historic land uses suggests the presence of hazardous chemicals in soil at the locations of the proposed grocery market or the proposed residential uses.

Several historic uses on the project site outside of the former shopping center could have resulted in releases of chemicals to soil and groundwater from underground storage tanks or chemical use in structures. In 1954 a Chevron/Standard Oil service station was located at 510 Buckingham Way, on Parking Lot D. (See Figure 22 in Section III.C, Transportation, for the locations of existing parking lots on the Stonestown site.) This service station was demolished in 1970 and replaced with the existing cinema building.[8]

The building currently occupied by Software Advanced Technology Institute at 555 Buckingham Way was originally constructed in 1960 and leased to "Auto-Torium," an automobile parts retailer.[9] A 1963 city directory identified this use as "Stonestown Auto."[10] An automobile repair shop was added at 553 Buckingham Way in 1963.[11] Grand Auto leased both buildings beginning in 1970 and occupied them until 1989, continuing to provide automobile repair services at 553 Buckingham Way. The Good Guys began using the building at 553 Buckingham Way for automobile stereo installation in 1992. Kinko's Copy Center occupied the automobile parts retail building at 555 Buckingham Way until 1999.

Adjacent to the project site, at 595 Buckingham Way, a Cadillac automobile dealership and repair center was built in 1952.[12] The dealership and repair center continued to operate at this location until 1986.[13] The building was renovated and is now offices.

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[8] Ibid.

[9] Ibid.

[10] P&D Environmental, *Expanded Phase I*, p. 6.

[11] Levine-Fricke, *Phase I*, p. 4.

[12] AllWest Environmental, Inc., *Review of Comments, Stonestown Public Scoping, Stonestown Village Project*, June 24, 2002 (hereinafter "AllWest, June 2002"), p. 6. A copy of this report is on file with the San Francisco Planning Department at 1660 Mission Street, and is available for public review, by appointment, as part of the project file.

[13] P&D Environmental, *Expanded Phase I*, p. 7.

SITE INVESTIGATIONS AND RESULTS

Several environmental site assessments have been prepared for various locations at Stonestown over the past approximately 15 years. The results of these investigations are summarized here.

Soil Investigations at Locations on Project Site

Investigations of City records of the former Chevron Station site at 501 Buckingham Way indicated that there were five USTs on the service station site.[14] There are no records of removal of these USTs; however, it is likely that the tanks were removed prior to construction of the cinema in 1970, not only because removal was recommended by the geotechnical investigation performed to prepare the site for the foundation for the new cinema building, but also because it was Chevron's standard practice at the time to remove USTs when stations were demolished.[15] Subsurface investigations in 1988 in the presumed vicinity of the USTs did not encounter direct evidence of any remaining USTs. Soil was sampled to depths of 18 to 25 feet below the ground surface. Groundwater was not detected in the soil borings. The soil samples were tested for gasoline, gasoline constituents, and waste oil. No evidence of gasoline or waste oil constituents was detected, and no further investigation of this area was recommended.[16] Additional soil investigations have not been performed in the area of the former Chevron Station because the soil samples tested found no evidence of petroleum chemicals and because recent studies performed for the RWQCB show that petroleum plumes tend to stabilize close to the source (see p. 138).

The automobile repair and service facilities at 553 Buckingham Way were investigated in 1988. Visual inspections of the buildings at 553 and 555 Buckingham Way, then occupied by Grand Auto (now occupied by Good Guys Car Stereo), showed that in the service center there was evidence of petroleum staining, and cracks in the concrete floor could have provided a pathway for migration of spilled materials into subsurface soils.[17] No USTs were found on the site. Four soil borings were taken in 1988 at depths of two to ten feet in the Grand Auto service center

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[14] Levine-Fricke, *Phase I*, p. 11.

[15] Levine-Fricke, *Phase I*, p. 12, and AllWest, June 2002, p. 5.

[16] Levine-Fricke, *Phase II Environmental Investigation, Stonestown Shopping Center, San Francisco, California*, June 21, *1988* (hereinafter "Levine-Fricke, *Phase II*"), pp. 3-5 and 14. A copy of this report is on file with the San Francisco Planning Department at 1660 Mission Street, and is available for public review, by appointment, as part of the project file.

[17] Levine Fricke, *Phase I*, pp. 8-9.

adjacent to the two hydraulic lifts and near areas of cracked concrete flooring or floor seams. Duplicate laboratory tests of the soil samples showed elevated levels of petroleum hydrocarbons from about 160 parts per million (ppm) to about 3,000 ppm.[18] Most chemicals were found in the shallower samples, at two and six feet. This range of concentrations exceeds the surface soil RBSLs for TPH listed in Table 13, suggesting that further study would be needed.[19] The soil investigation concluded that the petroleum in soil probably originated from the hydraulic lift cylinders in the Grand Auto repair center, and was localized in extent with little likelihood of migration.[20] Groundwater monitoring was recommended in 1988,[21] and the results are discussed in more detail below.

Soil Investigations at Locations Adjacent to Project Site

The former Cadillac dealership service and repair center was located in the basement of the building at 595 Buckingham Way, adjacent to the project site. Three 1,000-gallon USTs, for gasoline, waste oil and lube oil, were located under the sidewalk along Buckingham Way; pipelines connected all three USTs to locations inside the garage.[22] A small (250-gallon) waste oil tank was located in the garage, and a sump pump conveyed waste oil to an outside holding tank. The three USTs under the Buckingham Way sidewalk were abandoned in place because they are located under high-voltage power lines.[23]

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[18] Levine-Fricke, *Phase II*, pp. 6-7.

[19] RBSLs had not been developed at the time the Levine Fricke Phase I and Phase II investigations were carried out in 1988; thus, the RBSLs are presented here for information and were not used as an evaluation tool at the time. Regardless, Levine Fricke recommended further investigation, as would now be suggested with use of the RBSLs.

[20] Ibid., p. 15.

[21] Ibid.

[22] Ibid., p. 7.

[23] AllWest Environmental, Inc., *Subsurface Investigation, Stonestown Galleria Medical Office Building, 595 Buckingham Way, San Francisco, California*, August 17, 2001 (hereinafter "AllWest, August 2001"), p. 5, citing City of San Francisco Department of Public Health Certificate of Completion for The Stoneson Development Corporation, November 16, 1989. A copy of the AllWest Subsurface Investigation report is on file with the San Francisco Planning Department at 1660 Mission Street, and is available for public review, by appointment, as part of the project file.

Subsurface investigations on the 595 Buckingham Way site were made in 1988, 1989 and 2000. These investigations included analyses of soil and groundwater samples. Groundwater monitoring was re-instituted in 2001 and has continued through mid-2002.

Analyses of soil borings in 1988 near the USTs in the sidewalk and inside the automobile repair shop detected petroleum hydrocarbons as gasoline at concentrations ranging from 219 to 643 ppm, above the soil RBSL of 100 ppm; and benzene, toluene, ethyl-benzene, and xylenes (BTEX) at concentrations of 1.2 to 90 ppm, primarily at depths of 18 to 27 feet adjacent to the gasoline and waste oil tanks,[24] also above the soil RBSLs for these compounds, which range from 0.045 to 2.6 ppm. Groundwater samples collected from the two borings adjacent to the gasoline and waste oil USTs showed elevated levels of petroleum hydrocarbons and BTEX. Petroleum hydrocarbon concentrations were found at 9.5 and 6.9 ppm, above the 0.1 ppm groundwater RBSLs for TPH. BTEX concentrations were 0.2 ppm of benzene, 0.3 ppm of toluene, 0.2 ppm of ethyl-benzene, and 1.8 ppm of xylenes.[25] These values all exceed the groundwater RBSLs of 0.001 ppm for benzene, 0.04 ppm for toluene, 0.03 ppm for ethyl-benzene, and 0.013 ppm for xylene. (These values are shown as ppb in Table 13, and have been converted to ppm here for ease of comparison.) At the same time that soil and groundwater were being analyzed, the former dealership's waste oil sump and clarifiers were inspected and cleaned. The inspections showed a floor drain in the repair area and cracks in the wastewater clarifier, both of which suggest that waste oil could have leaked into subsurface soil.[26] The 1988 investigation recommended installation of groundwater monitoring wells to provide more complete assessment of chemicals in groundwater. This recommendation was implemented in 1989. No further analysis was undertaken until 2000.

Groundwater Investigations

Groundwater wells were installed adjacent to the gasoline and waste oil USTs at the former Cadillac dealership (Monitoring Well-1, or MW-1) and adjacent to the Grand Auto repair facility now occupied by Good Guys stereo installation (MW-2) in 1989. As discussed below, no excavation is proposed for the project at these locations. Groundwater was encountered at about 30 feet below the ground surface in MW-1 at the former Cadillac dealership site, and at 86 feet

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[24] Levine-Fricke, *Phase II*, p. 10.

[25] Levine-Fricke, *Phase II*, Table 2; AllWest, August 2001, p. 5.

[26] Levine-Fricke, *Phase II*, pp. 11-12.

below the ground surface in MW-2 at the Good Guys site.[27] Based in part on the different depths, the shallow groundwater at MW-1 is believed to be a "perched" groundwater table; that is, isolated from the main aquifer, generally by clay or other impermeable soil. Analysis results from MW-1 in 1989 showed concentrations of petroleum hydrocarbons as gasoline (TPHg) ranging from about 3.6 ppm to 7.4 ppm; of petroleum hydrocarbons as diesel (TPHd) ranging from about 4.3 ppm to 0.3 ppm; and BTEX ranging from 0.59 ppm to 0.025 ppm (no benzene was detected).[28] These chemical concentrations exceed current RBSLs shown in Table 13. MW-2 showed no total petroleum hydrocarbons and only trace amounts of toluene. The San Francisco Department of Public Health reviewed the analysis results and indicated that further site investigation and cleanup was not needed.[29]

Groundwater in MW-1 and MW-2 was sampled again in 2000. Laboratory results showed continuing elevated levels of petroleum hydrocarbons and BTEX in samples from MW-1: total TPHd were found at 54 ppm, TPHg at 5.5 ppm, benzene at 0.028 ppm, and xylenes at 0.025 ppm.[30] These results were generally lower than concentrations found in 1989, but all exceeded current RBSLs except xylene (RBSL of 0.04 ppm). Unlike 1989 when essentially no petroleum hydrocarbons were found in MW-2, TPHg was found at 15 ppm and BTEX concentrations were found ranging from 0.14 to 0.34 ppm. An investigation in 2001 indicated that MW-2 may have been contaminated with surface water runoff. A sample taken in January 2001, after the vault box at the top of MW-2 was cleaned, showed substantially lower concentrations of TPHg, at 0.13 ppm, and TPHd at 0.062 ppm, with no detection of BTEX.[31]

Groundwater sampling continued in 2001 and 2002, following redevelopment of the two existing monitoring wells and installation of two additional monitoring wells, in consultation with the San Francisco Department of Public Health Local Oversight Program.[32] Monitoring Well-3 is located

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[27] AllWest, August 2001, p. 6.

[28] AllWest, June 2002, p. 8 and Table 1, p. 10.

[29] Bruce A. Tatsui, R.S., Hazards Materials Program Manager, San Francisco Department of Public Health, letter to John Gold, Stoneson Development Corporation, November 16, 1989. A copy of this letter is in AllWest, June 2002, Appendix C.

[30] AllWest, June 2002, p. 8 and Table 1, p. 10.

[31] AllWest, August 2001, p. 7.

[32] Information in this paragraph is from AllWest, August 2001, pp. 12-13 and 17-20.

at the Buckingham Way entrance to the parking garage under the building at 595 Buckingham Way, about 20 feet south of MW-1. Monitoring Well-4 is located in the sidewalk on the south side of Buckingham Way opposite the Good Guys stereo installation facility. Groundwater in both wells was first encountered deeper than 85 feet below ground surface (bgs), at 88.5 feet bgs in MW-3, and at 98.8 feet bgs in MW-4. Samples taken at all four monitoring wells in July 2001 showed continuing elevated levels of chemicals in MW-1 near the former Cadillac dealership USTs, and no detectable levels of any petroleum hydrocarbons at MW-2, MW-3 or MW-4. In MW-1, TPHg was detected at a concentration of 5.1 ppm, TPHd at 1.9 ppm, and BTEX concentrations ranged from 0.26 ppm xylenes, 0.072 ppm toluene, 0.068 ppm ethyl-benzene, and 0.014 ppm benzene. All continue to exceed RBSLs.

Later samples from all four monitoring wells, in October 2001, January 2002 and April 2002, continue to show elevated levels of petroleum hydrocarbons and BTEX in MW-1.[33] Concentrations of TPHg ranged from 4.2 to 11 ppm, TPHd from 1.9 to .69 ppm, and of BTEX the highest concentrations in these samples were 1.0 ppm xylenes, 0.09 ppm benzene, 0.087 ppm toluene, and 0.27 ppm ethyl-benzene. These results show continuing exceedances of RBSLs for TPH and BTEX. In general, results from MW-2, MW-3 and MW-4 showed no detectable levels of most petroleum hydrocarbons. Low concentrations of TPHd, ranging from 0.058 ppm to 0.089 ppm, well below the RBSL of 0.1 ppm, were detected in various samples from these wells. Low concentrations of petroleum hydrocarbons as motor oil (TPHmo) at 6 ppm, and TPHd at 0.24 ppm were detected in one sample at MW-4. Because these detections do not match typical diesel and motor oil based on several laboratory screening methods, it is likely that these detections represent naturally-occurring organic material.[34] Based on these results it appears that the petroleum hydrocarbons in groundwater at 595 Buckingham are contained in the perched groundwater and would not be expected to have migrated to the project site.

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[33] Information in this paragraph is from AllWest, June 2002, pp. 9-12.

[34] AllWest, June 2002, p. 17.

IMPACTS

SIGNIFICANCE CRITERIA

The project would have a significant impact if the presence of chemicals in soil or groundwater or disturbance of these chemicals during construction were to create a substantial public health hazard or a substantial hazard to important animal or plant populations in the project vicinity.

PROJECT IMPACTS

The former service station site at 501 Buckingham Way is not proposed to be disturbed during construction of the proposed project components. The UA Theater cinema building would remain in operation. The technical reports have concluded that there are no USTs remaining on that part of the project site, and soil tests indicate no release of petroleum hydrocarbons. As no excavation or demolition is planned on the cinema site, no significant impact would occur because soil would not be disturbed and workers, nearby residents and shoppers would not be exposed to hazardous chemicals. Mitigation Measure 3 in the Initial Study (see Appendix A, p. A-55) relating to excavation, surveys to identify potentially hazardous materials, soil testing and disposal of excavated soil, is no longer applicable to the cinema site.

Excavation to depths of about 5 to 14 feet for the apartment community and about 3 to 13 feet for the senior care facility are proposed for the residential component of the project, immediately west of the cinema. Although there is no evidence of the presence of hazardous chemicals in the soil, based on the geotechnical study for the site, a mitigation measure similar to Mitigation Measure 3 in the Initial Study has been included in the project for excavation related to the residential component. This measure includes testing excavated soils prior to disposal and, if elevated levels of chemicals are found, handling and disposal of contaminated soil as required by state laws and regulations. The measure is set out in Chapter IV, Mitigation Measures Proposed to Minimize Potential Adverse Impacts of the Project, pp. 151-152.

No excavation is proposed for the neighborhood retail building on the north side of Buckingham Way. Elevated levels of petroleum hydrocarbons were found in shallow soil borings under the Good Guys stereo installation building at 553-555 Buckingham Way. This building is proposed to be refurbished and incorporated into the neighborhood retail use on the north side of Buckingham Way. Soil would not be disturbed during construction and no significant impacts would occur. Groundwater near this site was found at depths of over 90 feet bgs and was not

found to contain elevated levels of petroleum hydrocarbons judged to have resulted from the localized release of hydrocarbons under the building's concrete floor slab. No dewatering would occur as a result of refurbishing and reusing the building.

No construction is proposed on the site of the 595 Buckingham Way building or in the immediate vicinity of the closed USTs that were part of the Cadillac dealership service center. Groundwater was encountered at about 29 feet bgs in the immediate vicinity of these USTs. This relatively shallow groundwater table, which is believed to be a perched groundwater table that is localized in the immediate vicinity of 595 Buckingham Way, has not been shown to be connected to the main aquifer that is about 50 to 60 feet below the shallow groundwater. A groundwater monitoring well located about 20 feet south of the building encountered groundwater below 85 feet, similar to the deep groundwater levels found adjacent to 553 Buckingham Way. The only petroleum products exceeding RBSLs found in tests carried out on this deeper aquifer resulted from runoff and were due to poor maintenance of the monitoring well vault box. Therefore, the petroleum hydrocarbons that have been shown to be in shallow groundwater samples are not believed to be related to the deeper aquifer.[35] The City's Local Oversight Program continues to monitor groundwater studies at 595 Buckingham Way, as called for in the RWQCB policy on low-risk fuel sites.

Because no excavation is proposed at 553-555 Buckingham Way, and no construction is proposed at 595 Buckingham Way, no contaminated or hazardous soil or groundwater would be exposed, and no significant environmental impacts would occur as a result of the proposed project.

[35] AllWest, June 2002, p. 17.

H. GROWTH INDUCEMENT

Growth inducement under CEQA considers the ways in which the proposed and foreseeable project activities could encourage and facilitate other activities that would induce economic or population growth in the surrounding environment, either directly or indirectly. This section summarizes the possibilities for growth, and notes that the project is unlikely to induce growth at a significant level.

The retail addition in the proposed project would add approximately 167 employees to San Francisco's economy. This increase in employment would be about 0.02% of the total employment projected for San Francisco in year 2020, and about 0.16% of employment growth projected from 2000-2020. Overall, this potential increase in employment would be small in the context of total employment in San Francisco.

The proposed project would generate a demand for approximately 43 residential units. Thus, the project would not create a substantial demand for new housing. In addition, the project is a mixed-use development and proposes to build 202 residential units and 85 senior care units; this would exceed the demand for housing created by the new employees. The increase in available residential units created by the proposed project would balance the increase in employment opportunities. The increase in residents and employees would not substantially increase the existing area-wide population. The demand by project residents and employees for goods and services could be met by retail proposed as part of the project and by establishments already existing in the surrounding area. No significant growth inducement would result from the proposed project. The project would be an infill project consistent with uses permitted in the C-2 District. It is in an urban area and would not require major new infrastructure.

Since the project does not have unusual labor requirements, it would be expected that project construction would meet its needs for labor within the regional labor market for construction projects in San Francisco without attracting construction labor from areas beyond the region's borders.

IV. MITIGATION MEASURES PROPOSED TO MINIMIZE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

In the course of project planning and design, mitigation measures have been identified that would reduce or eliminate potential environmental impacts of the proposed project. Many of the measures have been included in the project, others may be required by the City Planning Commission or Board of Supervisors as conditions of project approval, if the project is approved. Measures identified in this report are listed first in the following discussion. The measures included in the proposed project are listed second and address hazards, construction air quality, geology, and archaeological resources. These measures were discussed in the Initial Study (see Appendix A, pp. 54-57). The measure identified in the Initial Study for hazardous materials related to the site of the existing cinema has been modified because the cinema is no longer proposed to be demolished. Improvement measures are also discussed in this section and are listed third.

MITIGATION MEASURES IDENTIFIED BY THIS REPORT

Mitigation measures identified in this report to mitigate potentially significant environmental effects are listed below.

Transportation

Traffic generated by the proposed project would result in significant impacts at three intersections: Buckingham Way and Winston Drive; 20th Avenue and Buckingham Way; and Junipero Serra Boulevard and Winston Drive. The project would contribute to significant cumulative traffic impacts for the weekend midday peak hour in the year 2015 at four intersections: Buckingham Way and Winston Drive; 20th Avenue and Buckingham Way; Junipero Serra Boulevard and Winston Drive; and 19th Avenue and Winston Drive. To mitigate the project's significant traffic impacts, the following mitigation measures may be required by City decision-makers:

1. The project sponsor shall be required to install traffic signals at the intersections of Buckingham Way and Winston Drive and 20th Avenue and Buckingham Way.

Signalization would improve the Buckingham Way and Winston Drive intersection from LOS F to B on weekdays, and LOS C on weekends, and the 20th Avenue and Buckingham Way

intersection would improve from LOS F to A on weekends, for both existing-plus-project and 2015 cumulative conditions.

2. The project sponsor shall restripe the eastbound approach to Junipero Serra Boulevard and Winston Drive intersection from one 20-foot-wide lane to one through-left lane and one right-turn lane.

The eastbound approach of Winston Drive to Junipero Serra Boulevard is wide enough for two lanes. Restriping to allow for a right-turn lane, which would eliminate approximately one parking space, would improve LOS at the intersection from LOS D to LOS C under both existing-plus-project and 2015 cumulative conditions.

3. The signal timing at the intersection of Winston Drive and Lake Merced Boulevard shall be changed so that the southbound left-turn-only phase's green time is reduced from 20 to 13 seconds.

Reducing the phased green time would increase the time for the northbound through movement, changing the service level from LOS F to LOS D under 2015 cumulative conditions.

Deterioration in LOS at 19th Avenue and Winston Drive cannot be mitigated. Heavy traffic in the northbound and southbound movements, signal-timing constraints from Muni Metro, and pedestrian minimum crossing times make this intersection difficult to improve. Thus, possible mitigation measures would significantly impact transit and pedestrians. Because mitigation is infeasible, traffic impacts would remain significant.

MITIGATION MEASURES INCLUDED IN THE PROPOSED PROJECT

Hazardous Materials

4. The project sponsor would undertake the following, and any additional requirements imposed by the San Francisco Department of Public Health (DPH):

   a. Prior to excavation for the residential component of the project, the project sponsor would test soils in the area to be excavated. If tests show elevated levels of chemicals, disposal and handling of soils with elevated levels of hazardous chemicals would comply with local, state, and federal laws and regulations, and a Site Health and Safety Plan would be prepared for the residential component. In addition to measures that protect on-site workers, the Health and Safety Plan would include measures to minimize public exposure to contaminated soils.

Such measures would include dust control, appropriate site security, restriction of public access, and posting of warning signs. The measure would apply from the time hazardous chemicals were identified through the completion of earthwork construction in areas of contaminated soil.

b. Prior to any demolition at the project site, the project sponsor would conduct surveys to identify any potentially hazardous materials in existing buildings or building materials on the project site. At a minimum, these surveys would identify any asbestos, polychlorinated biphenyls, lead, mercury, or other hazardous materials that would require special removal and disposal techniques. These surveys would be completed by an appropriately-trained expert such as a Registered Environmental Assessor (REA).

c. The project sponsor would provide all reports and plans prepared in accordance with this mitigation measure to the DPH and any other agencies identified by DPH. When all hazardous materials have been removed from the project site, and soil analysis and other activities have been completed, as appropriate, the project sponsor would submit to the San Francisco Planning Department and DPH (and any other agencies identified by DPH) a report stating that all hazardous materials have been removed from the project site, and describing the steps taken to comply with this mitigation measure. Any verifying documentation would be attached to the report. The report would be certified by an REA or other qualified individual.

Initial Study Mitigation Measures

Implementation of the following measures identified in the Initial Study would reduce impacts to less-than-significant levels.

Construction Air Quality

5. The project sponsor shall require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and

implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Geology/Topography

6a. The project sponsor shall ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors any adjacent buildings for damage during construction, if recommended by the geotechnical engineer in the foundation investigations.

6b. The project sponsor and its contractor shall follow the geotechnical engineer's recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems shall be modified as necessary in the event that substantial movements are detected.

Archaeological Resources

7. The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archaeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc., firms)[1]; or utilities firm involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archaeological resource be encountered during any soils-disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archaeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archaeological consultant. The archaeological consultant shall advise the ERO as to whether the discovery is an

[1] The "Alert Sheet" is a notice to alert any contractor or subcontract on the project site that the site may be archaeologically sensitive. The notice provides information on whom to inform if prehistoric or historic archaeological remains are unearthed. The Alert Sheet is on file with the San Francisco Planning Department, 1660 Mission Street, and is available for review by appointment as part of the project file.

archaeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archaeological resource is present, the archaeological consultant shall identify and evaluate the archaeological resource. The archaeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archaeological resource; an archaeological monitoring program; or an archaeological testing program. If an archaeological monitoring program or archaeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archaeological resource is at risk from vandalism, looting, or other damaging actions.

The project archaeological consultant shall submit a Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

IMPROVEMENT MEASURES IDENTIFIED BY THIS REPORT

Improvement measures are actions or changes that would reduce effects of the project that were found through the environmental analysis to have less-than-significant impacts. Improvement measures identified in the EIR may be required by decision-makers as conditions of approval.

Traffic

Traffic in the eastbound left and left-through lanes at the intersection of 19th Avenue and Sloat Boulevard often experiences queuing during the morning peak hour. It is possible that queues

during the peak of the peak hour could extend into the intersection at 21st Avenue and Sloat Boulevard. To prevent this from obstructing left turns, the City could paint the intersection with a "Keep Clear" message.

Parking

While the proposed project would not cause significant secondary parking impacts, implementation of the following improvement measures could further prevent the potential for residential parking spillover around Stonestown, particularly during holiday periods.

- Continue the valet parking program to address the parking shortage relative to demand during the Christmas holiday period;

- Install parking signs at strategic locations to direct patrons to the existing under-utilized parking facilities; and

- Issue resident parking stickers for people who live in the proposed residential development. These parking stickers would be available on a request basis to those residents who need more than one parking space. These residents must demonstrate that they own more than one vehicle and the permits would be renewable annually. The stickers would allow residents to park in any available space in Lot D or another Stonestown commercial parking facility (if Lot D were to be developed in the future) for free throughout the day, and to park in any space set aside for valet parking during holiday periods during the day with no charge if no parking is available at Lot D. By issuing these stickers, the project sponsor would minimize the potential for residential parking spillover.

Pedestrians

Pedestrian countdown timers could be added at the intersections of 19th Avenue and Winston Drive and at 20th Avenue and Winston Drive to enhance pedestrian safety.

Bicycling

The project sponsor could work with the fitness facilities at Stonestown to allow use of lockers and shower facilities by Stonestown employees who bicycle to work.

Loading

Truck-loading-only signage could be installed on two or three spaces in front of the proposed market limiting parking to trucks only between 7:00 a.m. and 11:00 a.m.

Transportation Demand Management

The project sponsor could implement the following projects designed to reduce travel demand by employees as well as patrons of Stonestown:

- Work with RIDES to provide car-pool and van-pool matching programs to employees:
- Sell transit passes on site to Stonestown employees, patrons, and nearby residents;
- Provide bicycle racks in front of Stonestown;
- Provide a taxi stand in front of Stonestown;
- Provide spaces for carshare parking within the proposed parking garage; and
- Install a booth at a prominent location inside Stonestown with transit route maps and schedule information.

Construction

Construction impacts would be temporary and of short duration. Therefore, they would not be considered significant environmental impacts. In order to reduce potential nonsignificant construction impacts, the project sponsor could implement the following improvement measures:

- To the extent possible, truck movements should be limited to the hours between 9:00 a.m. and 3:30 p.m. to minimize disruption of the general traffic flow on adjacent streets. Any construction traffic occurring between the hours of 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak-period traffic. It could impede traffic flow and slow traffic and Muni bus movements.
- The project sponsor and construction contractor(s) should meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Department of Public Works, the Fire Department, Muni's Street Operation and Special Events office and the Planning Department to determine feasible traffic mitigation measures to reduce traffic congestion and pedestrian circulation impacts during project construction and to ensure that construction activities do not impact Muni bus stops or routes in the vicinity.

Biological Resources

The project proposes construction of the apartment community as close as nine feet from the row of Monterey pine trees along the northwest property line, adjacent to Rolph Nicol Park. Though none of these trees would need to be removed, pruning of the overhang and excavation into the root systems would be required, potentially adversely affecting the health of the trees. To ensure that the trees are preserved, the project sponsor could retain the services of a certified arborist to direct pruning and monitor construction activities that encroach into the root systems of these trees.

V. OTHER CEQA CONSIDERATIONS

A. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21067 of the California Environmental Quality Act (CEQA), and with Section 15126(b) of the state CEQA Guidelines, the purpose of this section is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or by other mitigation measures that could be implemented, identified in Chapter IV, Mitigation Measures. The findings of significant impacts are subject to final determination by the Planning Commission as part of the certification process for the EIR. If necessary, this chapter will be revised in the Final EIR.

Cumulative effects are by their nature more speculative, because their analysis depends on a prediction of possible future environmental changes well beyond the construction of the proposed project. However, the proposed development is projected to make a considerable contribution to cumulative traffic increases at four intersections in the weekday p.m. peak hour (Winston Drive and Lake Merced Boulevard, Junipero Serra Boulevard and Winston Drive, 19th Avenue and Winston Drive, and Buckingham Way and Winston Drive) under projected 2015 cumulative conditions. The proposed development is also projected to make a considerable contribution to cumulative traffic increases at four intersections in the weekend midday peak hour (19th Avenue and Winston Drive, Junipero Serra Boulevard and Winston Drive, 20th Avenue and Buckingham Way, and Buckingham Way and Winston Drive) under projected 2015 cumulative conditions. With implementation of the cumulative transportation-related mitigation measures outlined in Chapter IV, cumulative impacts generated at the intersections of Junipero Serra Boulevard and Winston Drive, 20th Avenue and Buckingham Way, Winston Drive and Lake Merced Boulevard, and Buckingham Way and Winston Drive would not be significant. The intersection at 19th Avenue and Winston Drive currently operates at LOS F and would remain significant and unmitigable.

With implementation of the mitigation measures listed in Chapter IV, Mitigation Measures, all potentially significant project-related impacts would be reduced to less-than-significant levels or eliminated. The finding that all potentially significant impacts would be reduced to less-than-significant levels with implementation of mitigation measures is subject to final determination by the Planning Commission as part of the certification process for the EIR. If necessary, this chapter will be revised in the Final EIR.

B. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE CAUSED BY THE PROPOSED PROJECT SHOULD IT BE IMPLEMENTED

The proposed project would intensify development on the site consistent with development in San Francisco's urban environment. The project would commit future generations to the same land uses for at least the life of the project. Implementing the project would result in an irreversible commitment of energy resources, primarily in the form of fossil fuels, including fuel oil, natural gas, and gasoline or diesel fuel for construction equipment and automobiles during demolition, construction and ongoing use of the development site. Because the development would comply with California Code of Regulations Title 24, it would not use energy in a wasteful, inefficient or unnecessary manner (see the discussion of Energy in the Initial Study, Appendix A). The consumption or destruction of other non-renewable or slowly renewable resources would also result during construction, occupancy, and use of the site. These resources include, but are not limited to, lumber, concrete, sand, gravel, asphalt, masonry, metals, and water. The project would also irreversibly use water and solid waste landfill resources. However, the development project would not involve a large commitment of those resources to supply, nor would it consume any of those resources wastefully, inefficiently or unnecessarily.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project and discusses the environmental effects associated with the alternatives. City and County of San Francisco decision-makers must consider approval of an alternative if that alternative would substantially lessen or avoid significant environmental impacts identified for the proposed project and that alternative is determined to be feasible. The determination of feasibility will be made by City decision-makers.

The following alternatives are discussed and evaluated in this chapter: a No Project Alternative; a No Height Limit Change or Increase in Residential Density Alternative; an Increased Residential Development Alternative; and a No Neighborhood-Serving Retail Alternative.

The project is proposed in a location identified in the General Plan and Zoning Ordinance as appropriate for the proposed land uses. The project sponsor does not have control of other sites in San Francisco of sufficient size and in a location appropriate to the development as proposed. No alternative sites have been identified within the City where the project could be constructed that would meet most of the project sponsor's objectives and where the project's significant environmental impacts would be substantially lessened or avoided.

In developing a reasonable range of alternatives, the Planning Department considered whether there was a feasible, reduced-density alternative that would substantially reduce or eliminate the project's potentially significant and unavoidable cumulative impact at 19th Avenue and Winston Drive. In reviewing this issue, the Department determined only a significantly smaller alternative might reduce or eliminate the significant impact at this intersection. Most of the peak hour trips are related to the retail uses; therefore, the Department found that, even if the entire residential program were eliminated, the project would continue to contribute substantially to this intersection and could not be mitigated to a less-than-significant level. The Department also considered scenarios of 50 percent reductions in the residential component or in retail uses. These options still resulted in cumulatively considerable contributions at 19th Avenue and Winston Drive. Included below as Alternative D is a substantially reduced project that has no neighborhood-serving retail uses.

A. NO PROJECT ALTERNATIVE

The California Environmental Quality Act (CEQA) and the State CEQA Guidelines require a No Project Alternative be included in EIRs. The purpose of the No Project Alternative is to allow decision-makers to compare the effects of the proposed project with the effects of not approving a project.

DESCRIPTION

With the No Project Alternative, no new residential or commercial development would occur on the site. Much of Lots 21 and 22 would continue to be used as surface parking lots containing approximately 1,500 parking spaces for retail and cinema parking at the Stonestown Galleria. The sewer line on the south side of the site would not be relocated. There would be no subdivision of Lot 22 or lot line adjustment for Lot 23. The retail areas in the shopping center would not change and the two small buildings on the north side of Buckingham Way would not be refurbished. This alternative reflects existing physical conditions on the project site that are already described in Chapter II, Project Description, pp. 25-28, and in Section III.A., Zoning Consistency and Land Use, Setting, pp. 56-58.

IMPACTS

If the No Project Alternative were implemented, none of the impacts associated with the project would occur. Conditions under land use, visual quality and urban design, shadows, biology, and hazards would not change.

No project-generated traffic would be added to nearby streets. The project would not contribute to cumulative transportation impacts on freeways and freeway ramps and at intersections near the project site. Continued growth in the project vicinity would create future significant cumulative transportation impacts above current levels, and would contribute air emissions from future traffic growth. However, the No Project Alternative would not contribute to these cumulative impacts. No other impacts identified for the project would occur if the No Project Alternative were implemented.

The No Project Alternative would not provide 202 residential units, including 24 affordable units, to help address housing needs in San Francisco. It would not provide 85 senior care units for this

under-served population. It would not provide a new grocery market or new neighborhood-serving retail space.

Some of the uses proposed for the development site might be constructed elsewhere in San Francisco, including residential or retail uses, if the demand for these uses exists elsewhere in the City. Development of these uses at other sites could result in project-level or cumulative impacts at other locations. The nature and extent of any potential impacts cannot be reliably assessed without the identification of the amounts and sites to be developed.

The surface parking lots could be developed in the future with a range of uses, or combination of uses, allowable as principal and/or conditional uses in the C-2 District. These permitted uses could include residential, residential care facilities, post-secondary institutional uses, retail, office, and conditionally could include hotel and institutional uses, among others. Any specific detail about the characteristics of such a proposal would be speculative.

B. NO HEIGHT LIMIT CHANGE OR INCREASE IN RESIDENTIAL DENSITY ALTERNATIVE

DESCRIPTION

Alternative B would provide an apartment community design that would comply with the maximum allowable height in the 40-X Height and Bulk District and allowable residential density for the site in the C-2 Land Use District. This would decrease the number of apartment units from 202 to 153, 18 of which would be affordable. Under Alternative B, residential density for the senior care facility would increase from 85 to 120 units, the maximum allowable density for that site. The combined apartment and senior housing residential component for Alternative B would provide 273 total units, 14 fewer units than with the proposed project.

Under Alternative B, the apartment community would consist of three four-story, 40-foot-tall buildings, conforming to the applicable 40-foot height limit. With four floors, the buildings would be one story shorter than with the proposed project. The building footprints would be similar to those of the proposed project. They would be similarly sited. This alternative would not require a Zoning Map height district change from 40 to 50 feet or a Conditional Use authorization amending the PUD to permit increased density for the apartment community, as would the proposed project. Parking and freight-loading for the apartment community would continue to be contained in the basement parking garage. Proportional to the number of units and building square footage, 153 parking spaces and two freight-loading spaces would be provided

for the apartment community. The configuration of open space, including the 35,000-sq.-ft. forested, sloped open space along the western edge of Lot 22, would remain the same as with the proposed project.

Under Alternative B, the residential density, size and height of the senior care facility would be increased from the proposed project. The facility would contain 120 senior care and Alzheimer-dementia care units, 35 more than the proposed project. The units would be constructed in a four-story, 40-foot-tall building, one story higher than the proposed project. To comply with the height limit, the building would be designed with a flat roof and would not reflect the style of the adjacent St. Stephen Church. Senior care units would be constructed in the upper three levels. Parking for the senior care facility would be provided in a below-grade parking garage at the north end of the building, similar to the proposed project; the garage would contain 24 spaces. The location of open space and landscaping would remain unchanged from the proposed project.

Alternative B's retail component would remain the same as the proposed project. The number of parking spaces, configuration of parking garages and surface parking lots, and vehicular circulation would remain unchanged.

As with the proposed project, Lot 22 would be subdivided into four separate lots under Alternative B and a lot line adjustment would occur between Lots 22 and 23.

IMPACTS

The overall effects of this alternative on land use, transportation, air quality, biology, hazards, and growth inducement would be similar to those of the project as proposed.

Changes to visual quality and urban design and shadows would occur. Alternative B would still require pruning of the Monterey pines adjacent to the proposed apartment community along the northwestern property line, as would the project. Somewhat less shadow would be cast on Rolph Nicol Park by the apartment community than with the project, more would be cast by the senior care facility on the park and the play area. As with the project, shadows from the apartment buildings and senior facility would not impact the growth or nutrient quality of the special varieties of eucalyptus trees in Rolph Nicol Park grown to provide food for koalas at the San Francisco Zoo, nor would shadows reach the Significant Natural Resource Area west of the park's boundaries. As with the project, new shadow would not affect the use or enjoyment of the park by the public and, therefore, would not be significant under CEQA. Because no proposed

buildings under Alternative B would exceed 40 feet in height, the alternative would not be subject to Section 295 of the Planning Code, and all net new shadow cast by the project on Rolph Nicol Park would not be considered significant under Section 295.

Under this alternative, construction of an additional story in the senior care facility would create a visually more prominent building. The proposed facility would be roughly the same height as the adjacent St. Stephen Church when viewed from Eucalyptus Drive. The roof would be flat to comply with the height limit. Therefore, its design would not be architecturally similar to that of the church.

Alternative B would result in approximately 2 percent fewer daily person trips and 5 percent fewer p.m. peak hour person trips, and approximately 4.5 percent fewer vehicle trips and 5.9 percent fewer p.m. peak hour vehicle trips than the proposed development.[1] Because the difference in trip generation between the proposed project and Alternative B is small, the transportation effects of Alternative B would be similar to those identified for the proposed project. The change in the number and type of residential units would not change the conclusions presented in Section III.C, Transportation, for the proposed project.

As with the proposed project, air quality emissions would not exceed BAAQMD emission standards, and therefore would not result in a significant impact on air quality.

C. INCREASED RESIDENTIAL DEVELOPMENT ALTERNATIVE

DESCRIPTION

Under Alternative C, senior care residential density would increase, while the apartment community would remain the same as the proposed project. The combined apartment and senior housing component for Alternative C would total 322 units, 35 more than the proposed project.

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[1] Alternative B would generate fewer daily and p.m. peak hour person and vehicle trips to and from the development site. This alternative would generate about 10,285 daily person trips, about 213 fewer than the proposed development, and about 957 p.m. peak hour person trips, about 50 fewer than the proposed development. The Alternative would generate about 4,306 daily vehicle trips and about 415 vehicular trips in the p.m. peak hour. This would be a reduction of about 204 daily and 26 p.m. peak vehicle trips than the proposed project.

As it would under Alternative B, Alternative C would increase the residential density, size and height of the senior care facility to the maximum allowable in the C-2 District. The facility would contain 120 senior care and Alzheimer-dementia care units in a four-story, 40-foot-tall building, one story higher than the proposed project. The building would be designed with a flat roof and would not reflect the style of the adjacent St. Stephen Church. Senior care units would be constructed in the upper three levels. Parking for the senior care facility would be provided in a below-grade parking garage at the north end of the building; the garage would contain 24 spaces. The location of open space and landscaping would remain unchanged from the proposed project.

The apartment community proposed under Alternative C would have 202 units, the same as the proposed project. Alternative C's retail component would remain the same as the proposed project. The number of parking spaces, configuration of parking garages and surface parking lots, and vehicular circulation would remain unchanged. As with the proposed project, Alternative C would subdivide Lot 22 into four separate lots and a lot line adjustment between Lots 22 and 23 would occur.

IMPACTS

The overall effects of Alternative C on land use, transportation, air quality, biology, hazards, and growth inducement would be similar to those of the project as proposed.

The design of the apartment community would not change from the proposed project, and its off-site visual impacts would remain the same. Alternative C would still require pruning of the Monterey pines adjacent to the proposed apartment community along the northwestern property line, as would the project. The effects of the senior care facility on visual quality and urban design and shadows on Rolph Nicol Park would be increased. Construction of an additional floor in the senior care facility under Alternative C would create a visually more prominent building. The proposed facility would be roughly the same height as the adjacent St. Stephen Church when viewed from Eucalyptus Drive. The roof would be flat to comply with the height limit; therefore, its design would not be architecturally similar to that of the church.

Under the alternative, shadows for the apartment community cast on Rolph Nicol Park would be subject to Section 295 of the Planning Code and would be the same as with the project. Shadows from the apartment community and senior care facility would not impact growth capacity or nutrient value of the eucalyptus trees that are grown in Rolph Nicol Park to provide food for

koalas at the San Francisco Zoo under the alternative, nor would they affect the Significant Natural Resource Area west of the park's boundaries. As with the project, new shadow would not affect the use or enjoyment of the park by the public and, therefore, would not be significant under CEQA.

Alternative C would result in approximately 2 percent more daily person trips, 2.6 percent more p.m. peak hour person trips, and approximately 0.2 percent more daily vehicle trips and 2.2 percent more p.m. peak hour vehicle trips than the proposed project.[2] Because the change in the number of p.m. peak hour person and vehicle trips would be small, the transportation effects of Alternative C would be approximately the same as those for the proposed project. The conclusions regarding significant impacts would remain the same.

D. NO NEIGHBORHOOD-SERVING RETAIL ALTERNATIVE

DESCRIPTION

Alternative D would include the same residential component as the proposed project. The combined apartment and senior care facility component for Alternative D, as with the proposed project, would total 287 units. The apartment community would have 202 units, with 202 subsurface parking spaces. The senior care facility would include 85 units with 17 spaces of parking. The number of parking spaces, configuration of parking spaces and vehicular circulation for the residential component would remain unchanged. As with the proposed project, Lot 22 would be subdivided into four separate lots and a lot line adjustment between Lots 22 and 23 would occur under Alternative D. Under this alternative, the 41,000-gsf grocery market and 24,900 gsf of neighborhood-serving retail uses would be eliminated. The housing would displace approximately 338 parking spaces, assuming construction of the proposed cinema parking structure. The project sponsor has indicated that without the commercial uses, this alternative would not support the construction of the garage structure as proposed for the project. Therefore, this alternative is assumed to result in a reduction of 338 parking spaces serving existing Stonestown retail uses.

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[2] Alternative C would generate more daily and p.m. peak hour person and vehicle trips to and from the development site than the proposed project. This alternative would generate about 10,713 daily person trips, about 215 more than the proposed development, and about 1,033 p.m. peak hour person trips, about 26 more than the proposed development. The alternative would generate about 4,520 daily vehicle trips and about 451 vehicle trips in the p.m. peak hour. This would be an increase of about 10 daily and 10 p.m. peak hour vehicle trips than the proposed project.

IMPACTS

The overall effects of Alternative D on land use, biology, hazards and growth inducement would be similar to those of the project as proposed.

As with the project, this alternative would not result in significant impacts on land use. The effects of this alternative on visual quality and urban design would be similar to those with the project. Because the parking structure would be eliminated, the view of that area would remain as in the existing condition.

The design of the apartment community and senior care facility would not change from the proposed project. Like the project, Alternative D would require pruning of the Monterey pines adjacent to the apartment community. Off-site visual impacts would remain the same. Because the east parking structure would be eliminated, the view of that area would remain as in the existing condition. Under this alternative, the amount of shadow on Rolph Nicol Park and the Significant Natural Resource area to the west would remain the same. As with the project, Alternative D shadows would not adversely affect the use or enjoyment of the park by the public and would not have a significant impact under CEQA.

Alternative D would result in approximately 78 percent fewer daily person trips, 63 percent fewer p.m. peak hour person trips, and approximately 76 percent fewer daily vehicle trips and 60 percent fewer p.m. peak hour vehicle trips than the proposed project. The overall contribution to cumulative conditions at 19th Avenue and Winston Drive would be approximately 7.6 percent, as compared to 21.4 percent for the proposed project. This alternative would add some vehicles to traffic movements which would operate poorly for cumulative conditions and to traffic movements that determine overall LOS operating conditions at the Winston Drive and 19th Avenue intersection. However, this alternative's contributions to these critical movements at the Winston Drive and 19th Avenue intersection would be small, about 3 to 4 percent, and would not represent cumulatively considerable contributions. Thus, the traffic impacts of this alternative would not be significant. The existing condition at 19th Avenue and Winston Drive is LOS F; other projects would contribute to the cumulative; and no feasible mitigation exists. Heavy traffic in northbound and southbound directions and signal timing constraints for Muni Metro and pedestrian crosswalks make it difficult to improve traffic service levels at this intersection. Therefore, the intersection would remain at LOS F under cumulative conditions. As with the proposed project, the impact of traffic emissions would not be significant.

A "no commercial" project would conflict with the project sponsor's land-use-related objectives of enhancing the quality of the retail environment, particularly for the surrounding neighborhood; diversifying the retail mix by incorporating neighborhood-serving retail uses, including a replacement grocery store; and developing a mixed-use village project.

Because this alternative is not deemed to contribute substantially to the LOS F cumulative condition at 19th Avenue and Winston Drive, it is considered the Environmentally Superior Alternative.

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Nearby Property Owners

Property owners and occupants in the project vicinity, approximately 1,000 addresses, were sent Notices of Availability of the Draft EIR. A complete copy of this distribution list is available within the Planning Department at 1660 Mission Street.

APPENDIX A

NOTICE OF PREPARATION AND INITIAL STUDY

PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street, Suite 500 San Francisco, CA 94103-2414

(415) 558-6378 PLANNING COMMISSION FAX: 558-6409 ADMINISTRATION FAX: 558-6426 CURRENT PLANNING/ZONING FAX: 558-6409 LONG RANGE PLANNING FAX: 558-6426

October 20th, 2001

TO: Responsible Agencies, Trustee Agencies, and Interested Parties

FROM: Paul Maltzer, Environmental Review Officer

RE: **Notice of Preparation of a Draft Environmental Impact Report**

The City and County of San Francisco Planning Department is the Lead Agency and will prepare an Environmental Impact Report for the following project:

2000.1258E: Stonestown Village Project – Located at the northwest corner of the existing Stonestone shopping center, the project site includes a two-screen cinema and about 1,455 surface parking spaces. The proposed project is to demolish the existing cinema and surface parking lots and to construct a retail/residential development. The proposed retail component, totaling approximately 114,950 gross square foot (gsf) would consist of a 70,000 gsf expansion to the Stonestown Galleria, a 38,250 gsf grocery story, and a 6,700 gsf neighborhood serving retail. Approximately 1,772 parking spaces would be provided for the new retail uses in two five-level parking structures, surface parking, and rooftop parking. The residential component would consist of 85 assisted living units, 329 market-rate residential units and 370 parking spaces. The residential community would consist of four buildings, a 12-story residential tower at 130-foot in height and three buildings at 40 foot in height. The proposed project would require the subdivision of Lot 22. To implement this project, this proposed project would require a Conditional Use authorization (CU) to amend the existing Planned Unit Development (PUD) to modify parking and rear yard setback requirements and to increase the residential density for the apartment community. In addition, an amendment of the Zoning Map would be needed to change the height district from 40 feet to 130 feet. The 13.6-acre project site is located in the Lakeshore neighborhood within Assessor's Block 7295 and includes portions of Lots 21 and 22. The site is primarily within a C-2 (Commercial Business) zoning district, and portions are within the 40-X and the 65-D height and bulk districts.

The Notice of Preparation of a Draft Environmental Impact Report (EIR) and Notice that an EIR is Determined to be Required for the above-referenced project are being sent to you because you have expressed an interest in the proposed project, or because you have been identified by the Planning Department as potentially having an interest in the project. Notice of publication of these documents will be printed in a newspaper of general circulation on the day following the date of these notices. As stated in these Notices, the Planning Department has determined that pursuant to the California Environmental Quality Act (CEQA) an EIR must be prepared prior to any final decision regarding the project.

We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project.

Written comments on the scope of the EIR will be accepted until the close of business on November 19th, 2001. Written comments should be sent to: Paul Maltzer, Environmental Review Officer, San Francisco Planning Department, 1660 Mission Street, Ste. 500, San Francisco, CA 94103. Please include the name of a contact person in your agency. Thank you.

Paul Maltzer
Environmental Review Officer

October 16, 2001
Date

NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT (EIR)
IS DETERMINED TO BE REQUIRED

Date of this Notice: October 20th, 2001

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street - 5th Floor, San Francisco, CA 94103-2414
Agency Contact Person: Tammy Chan **Telephone:** (415) 558-5968

Project Title: 2000.1258E – Stonestown Village Project
Project Sponsor: Pacific Acquisition Corporation
Project Contact Person: AF Evans c/o Shelby Campbell, **Telephone:** (415) 591-2206

Project Address: 3251 20th Avenue
Assessor's Block(s) and Lot(s): 7295/21 and 22
City and County: San Francisco

Project Description: Located at the northwest corner of the existing Stonestone shopping center, the project site includes a two-screen cinema and about 1,455 surface parking spaces. The proposed project is to demolish the existing cinema and surface parking lots and to construct a retail/residential development. The proposed retail component, totaling approximately 114,950 gross square foot (gsf) would consist of a 70,000 gsf expansion to the Stonestown Galleria, a 38,250 gsf grocery story, and a 6,700 gsf neighborhood serving retail. Approximately 1,772 parking spaces would be provided for the new retail uses in two five-level parking structures, surface parking, and rooftop parking. The residential component would consist of 85 assisted living units, 329 market-rate residential units and 370 parking spaces. The residential community would consist of four buildings, a 12-story residential tower at 130-foot in height and three buildings at 40 foot in height. The proposed project would require the subdivision of Lot 22. To implement this project, this proposed project would require a Conditional Use authorization (CU) to amend the existing Planned Unit Development (PUD) to modify parking and rear yard setback requirements and to increase the residential density for the apartment community. In addition, an amendment of the Zoning Map would be needed to change the height district from 40 feet to 130 feet. The 13.6-acre project site is located in the Lakeshore neighborhood within Assessor's Block 7295 and includes portions of Lots 21 and 22. The site is primarily within a C-2 (Commercial Business) zoning district, and portions are within the 40-X and the 65-D height and bulk districts.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal to the Planning Commission of this Determination that an EIR is required: November 19th, 2001 at 5:00 P.M.

An appeal requires: 1) a letter specifying the grounds for the appeal; and
2) a $209 filing fee.

Paul Maltzer
Environmental Review Officer
Planning Department

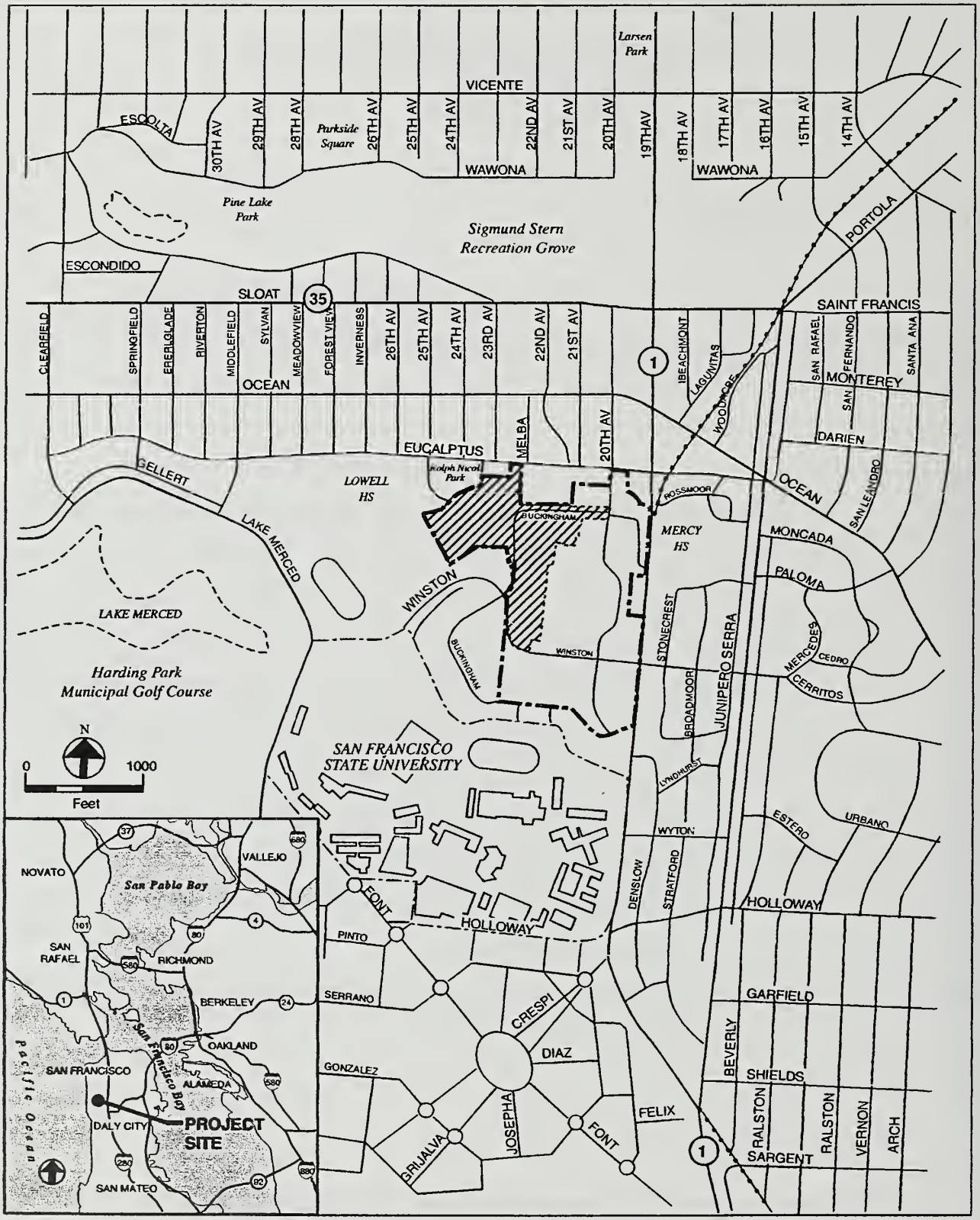
Stonestown Village Project
2000.1258E
Initial Study

I. PROJECT DESCRIPTION

Pacific Acquisition Corporation (Project Sponsor) proposes a mixed-use development on property presently occupied partially by a two-screen cinema and mainly used as surface parking at the northwest corner of the existing Stonestown Galleria. Stonestown Galleria is a regional shopping center in southwest San Francisco, located at 19th Avenue and Buckingham Way. For purposes of describing the development program, the project is defined by three project components: (1) a retail component including an addition to the existing Stonestown Galleria shopping center, a grocery store, and parking; (2) a residential component including a market-rate apartment community and a senior assisted-living housing complex and parking; and (3) a public open space component. A 36-inch-diameter sewer line would be relocated to permit construction of the apartment community. The project also includes associated landscaping, streetscape and internal circulation improvements. The project would require a subdivision of Lot 22 to create two separate parcels for the apartments and assisted-living housing. The proposed project would require a Conditional Use authorization (CU) to amend the existing Planned Unit Development (PUD) to modify parking and rear yard setback requirements for the assisted-living community, and residential density for the apartment community. In addition, an amendment of the Zoning Map would be needed on a portion of Lot 22, west of Buckingham Way, to change the height district from 40 feet to 130 feet to accommodate the residential tower.

Project Location

The site covers approximately 13.6 acres. The site is located south of Eucalyptus Drive immediately west and northwest of the Stonestown Galleria shopping center. Anchor tenants include Macy's and Nordstrom department stores. (See Figure 1, Stonestown Village Project Location.) The site straddles both sides of the L-shaped Buckingham Way, along its east-west



STONESTOWN VILLAGE

SOURCE: Turnstone Consulting

FIGURE 1: STONESTOWN VILLAGE PROJECT LOCATION

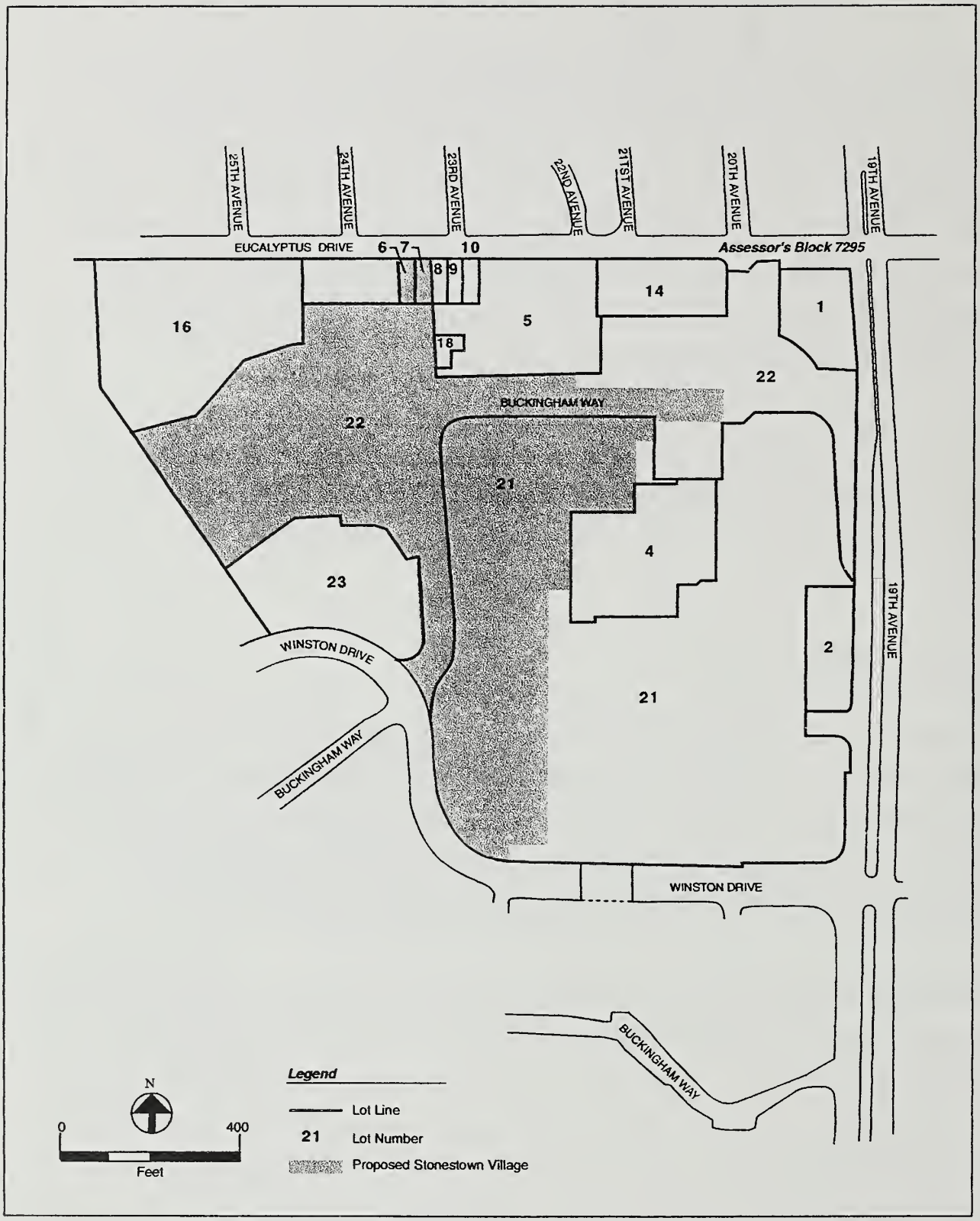
leg west of 20th Avenue and the north-south leg north of Winston Drive. The site is irregular in shape, and occupies Assessor's Block 7295, portions of Lots 21 and 22. (See Figure 2, Stonestown Village Lots in Assessor's Block 7295.) Vehicular access to the project site from the north is from Eucalyptus Drive via 20th Avenue, and from the east and west is via Winston Drive and Buckingham Way. Public transit access to the site is provided by MUNI routes 17, 18, 28, 29, and by MUNI Metro M line. The MUNI Metro M line stops at 19th Avenue and Winston Drive providing service between Downtown and Stonestown. MUNI routes 17, 18, and 29 have stops closest to the project site within the Stonestown area.

The project vicinity includes the Merced Manor neighborhood to the north, San Francisco State University and the Park Merced apartments to the south, the Lakeside neighborhood to the east, and Stonestown Apartments, Lowell High School, Lakeshore School and Lake Merced to the west.

Existing Conditions

The current use of the project site is primarily surface parking for the existing Stonestown Galleria shopping center, with about 1,455 parking spaces, and a 900-seat, two-screen cinema occupying 13,000 sq.ft. (which would be demolished for this project). The project also includes the reuse of 495 Buckingham Way, a one-story, approximately 3,500-square-foot, vacant building south of the cinema, as a leasing office for the new residential units.

The affected portion of Lot 21 contains about 815 parking spaces. It is surrounded on the east by Stonestown Galleria including the building containing Macy's department store, and on the south by parking structures for the Nordstrom store (and other Stonestown Galleria retail). St. Stephen's School is to the north. On the west, the project site is bounded by Buckingham Way running north-south, with the proposed residential parcel lying beyond. Buckingham Way runs east-west through the proposed retail parcel with development proposed for both sides of the street.



STONESTOWN VILLAGE

SOURCE: Turnstone Consulting

FIGURE 2: STONESTOWN VILLAGE LOTS IN ASSESSOR'S BLOCK 7295

The affected portion of Lot 22 contains about 640 parking spaces. The cinema occupies the southeast corner of the lot. St. Stephen's Church lies to the north, and the existing two-story to ten-story Stonestown Apartments are to the south of Lot 22. The eastern edge is bounded by the north-south-running Buckingham Way. Rolph Nicol Park and its children's playground borders the northwest corner of the site; open space, owned by Stonestown, and Lowell High School property border the western edge of the lot. The pine and eucalyptus trees on the western edge of the project site are part of the Stonestown property. The current proposal would relocate a 36-inch-diameter sewer line that runs east-west across the residential portion of the site to the southern edge of the parcel to clear the property for development. The paved area adjacent to St. Stephen's Church (east of the church) on Lots 6 and 7 is part of the project site.

Proposed Project

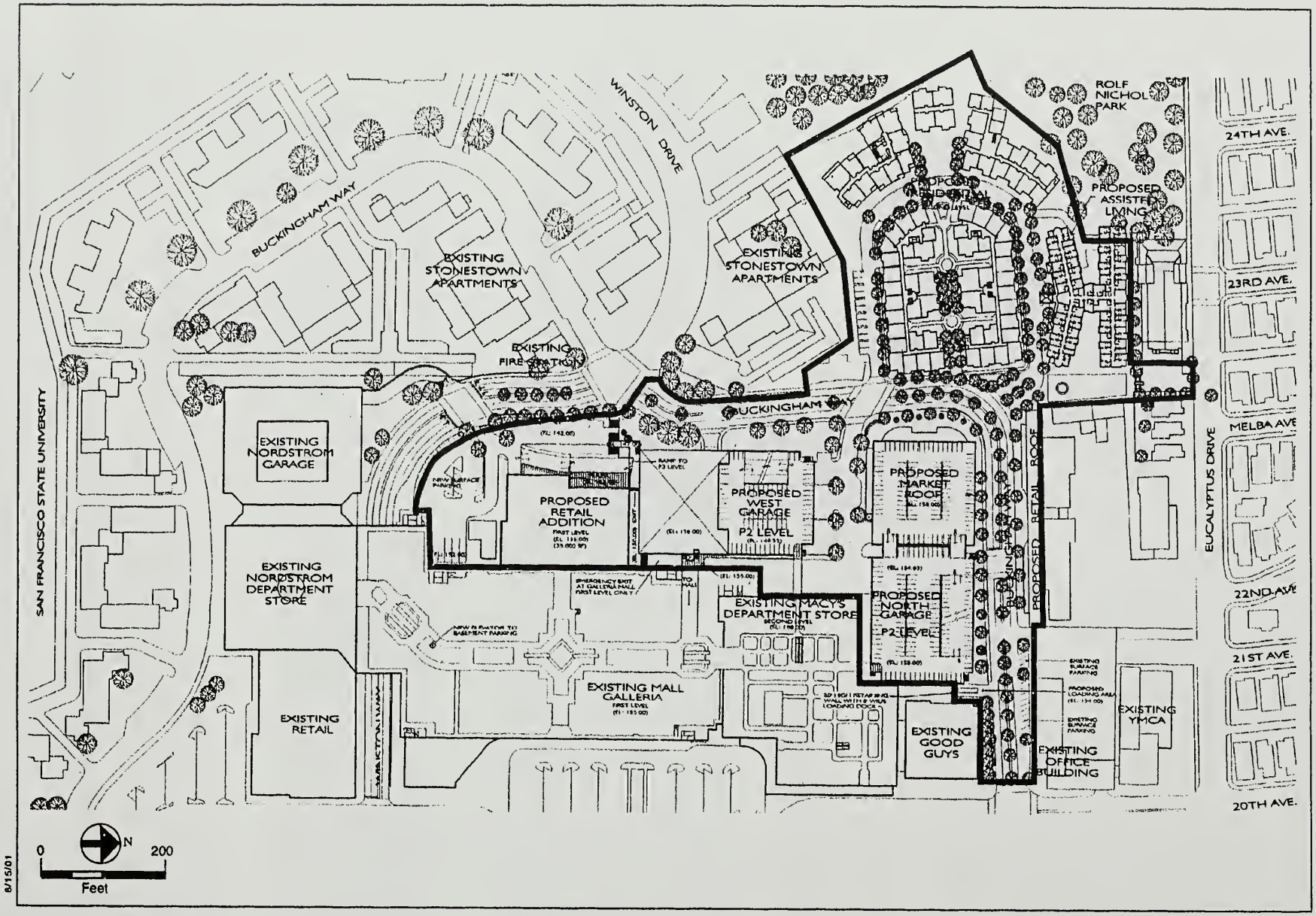
Retail and Parking Development

The proposed retail component, largely on Lot 21, would consist of a new addition to the Stonestown Galleria, a grocery market, and neighborhood-serving retail. (See Figure 3, Project Site Plan.) The proposed retail portion of the site is approximately 7.7 acres and is currently used as an 815-space surface parking lot for the Galleria. The parking lot would be removed and the 815 existing parking spaces would be replaced within the proposed retail component's new parking structures and lots.[1]

The proposed retail component involves the construction of five new structures. The retail development would total approximately 114,950 gross square feet (gsf) of new retail space (net increase of 101,950 gsf).[2] Existing parking would be removed and replaced in two new parking structures and two new surface lots, plus parking on the roof of the proposed new

[1] About 653 existing parking spaces displaced from the proposed residential portion of the site would also be replaced within the retail component's new parking structures and lots.

[2] The project would involve demolition of a 13,000 gsf cinema structure.



STONESTOWN VILLAGE

SOURCE: Patri Merker Architects

FIGURE 3: PROJECT SITE PLAN

grocery store. The proposed new retail buildings and parking facilities are described in more detail below.

New Retail

The proposed project would contain a 70,000 gsf, two-story (55-foot-tall) addition to the Stonestown Galleria. (See Figure 4, Elevations Showing Retail Uses.) The addition would be attached to the western side of the central building and would include one level of below-grade parking.

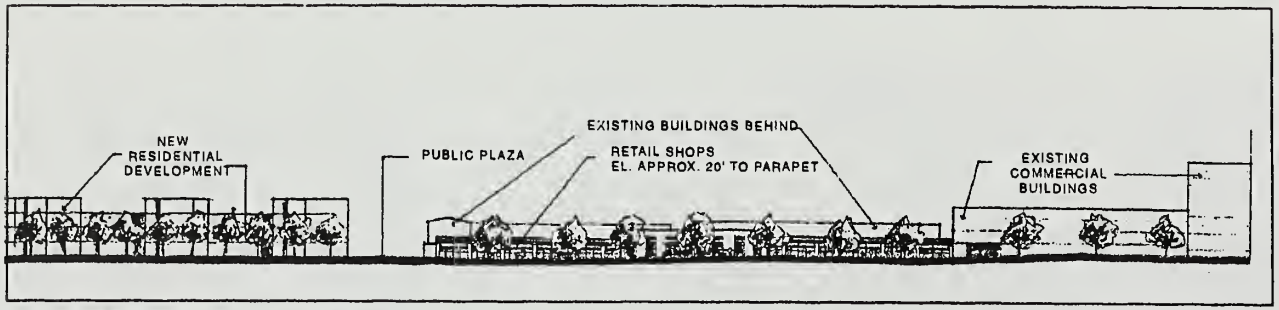
The project would include an approximately 38,250 gsf, one-story (30-foot-tall) free-standing retail building for a grocery store and other neighborhood retail. The grocery store would front Buckingham Way, near the intersection of its north-south and east-west segments. There would be approximately 100 parking spaces on the roof of this grocery store building.

The project would also include a one-story (25-foot-tall) building containing approximately 6,700 gsf of neighborhood-serving retail space, located on the north side of the east-west segment of Buckingham Way.

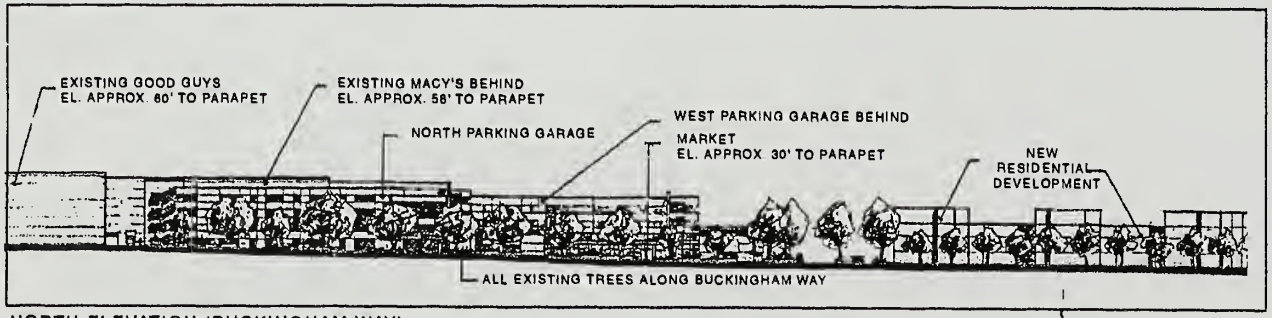
Parking

Approximately 1,772 parking spaces (approximately 525,660 gsf) for retail uses would be provided in two five-level parking structures, surface parking and rooftop parking.

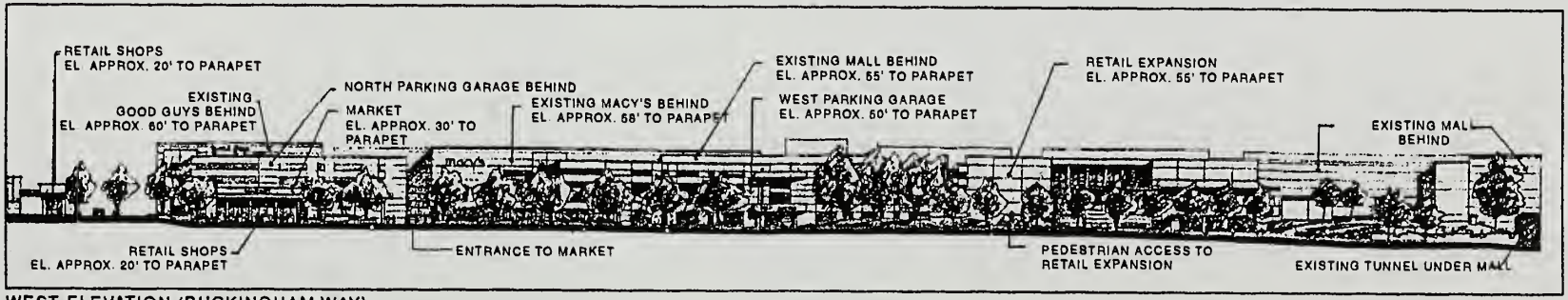
The five-story (45-foot-tall) west parking structure would contain about 915 parking spaces. This structure would include pedestrian bridges on two levels connecting it to the Macy's store (existing anchor tenant) and the Galleria. It would be located immediately east of the north-south segment of Buckingham Way and west of the existing central Galleria building.



SOUTH ELEVATION (BUCKINGHAM WAY)



NORTH ELEVATION (BUCKINGHAM WAY)



WEST ELEVATION (BUCKINGHAM WAY)

0 100

Feet

STONESTOWN VILLAGE

SOURCE: Patri Merker Architects

FIGURE 4: ELEVATIONS SHOWING RETAIL USES

The five-story (50-foot-tall) north parking structure would include about 683 parking spaces. This structure would also include pedestrian bridges on two levels connecting it to the existing Macy's store, and would be located immediately south of the east-west segment of Buckingham Way and to the north of Macy's.

The proposed project would provide a total of about 71 parking spaces in two new surface parking lots. One lot would be located west and south of the proposed Galleria addition, and one west of Macy's.

The proposed project would also include a total of about 103 parking spaces on the roof of the grocery store building.

Currently, there are about 3,575 parking spaces serving Stonestown Galleria. The proposed project would displace about 1,468 parking spaces; about 815 of these spaces occupy the area of the project's proposed retail component and about 653 spaces occupy space planned for the residential component. Overall, a total of about 2,107 parking spaces of the existing structured and surface parking for Stonestown Galleria shopping center would remain. The project would provide about 1,772 new parking spaces to replace the approximately 1,465 existing surface parking spaces displaced by the proposed development and to support the new retail. The net increase in retail parking from the proposed development would be about 304 spaces.[3]

Residential Development

The proposed residential development would be situated on a portion of Lot 22 at the northwest portion of the project site, located west of Buckingham Way and northwest of the existing Stonestown Galleria and proposed retail development. The residential site is approximately 5.9

[3] 2,107 existing remaining spaces + 1,772 new spaces = 3,870 total spaces - 3,575 existing spaces = 304 net new parking spaces.

acres total, and is currently occupied by about 640 surface parking spaces for the Galleria and a cinema.

This component of the project would involve demolition of the cinema structure and construction of four new structures. The residential program would include about 85 assisted-living units, about 329 market-rate residential units,[4] redevelopment of an existing vacant building for a leasing office, and a total of about 370 parking spaces. (See Figure 5, Elevations Showing Residential Uses.) The elements of the residential component are as follows:

Senior Assisted-Living Community

The senior assisted-living site is approximately 0.9 acres, and is located at the northeast corner of the residential site. The proposed 70,300 gsf, three-story (40-foot-tall) building would include 72 assisted-living apartments and 13 units in an Alzheimer-Dementia Care unit on two residential floors. The ground level would provide resident amenities (dining room, kitchen, common living room, activities room), administrative space and mechanical rooms. The facility would also provide 35 parking spaces on the ground level of the building.

The assisted-living community would front on a new private loop road that would provide access to both the assisted-living and apartment communities. The proposed project would be set back ten feet from the rear property line; therefore, it would not meet the rear yard setback requirement in Planning Code Section 134(a)(1).[5] There would be no front setback; none is required under the Planning Code. St. Stephen's Church is located north of the site and to the rear of the assisted-living building.

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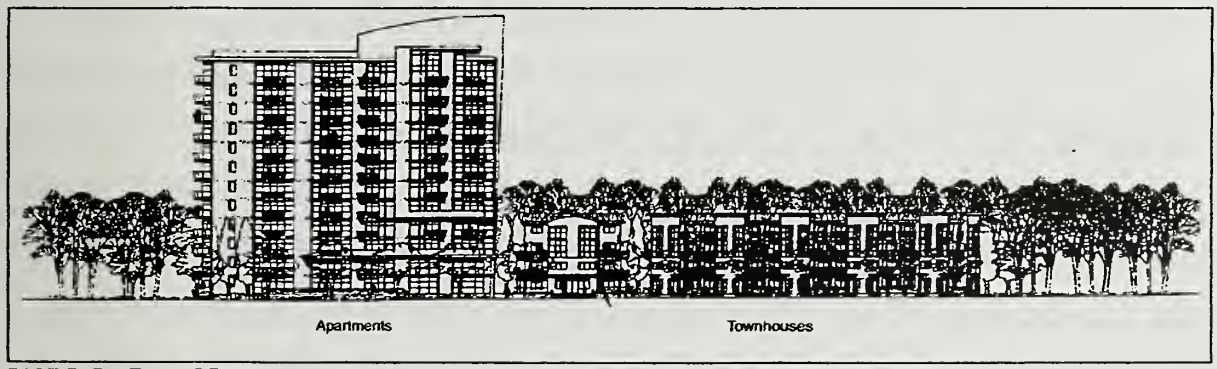
[4] The project is intended to be market-rate housing; the project sponsor would meet whatever affordability requirements are in effect at the time of project approval.

[5] According to Planning Code Section 134(a)(1), the minimum rear yard depth for all buildings in a C District should be equal to 25% of the total depth of the building lot, but in no case less than 15 feet.

EAST ELEVATION (BUCKINGHAM WAY)

NORTH ELEVATION (RESIDENTIAL DRIVE)



EAST ELEVATION (RESIDENTIAL DRIVE)

0 100

Feet

10.10.11

STONESTOWN VILLAGE

SOURCE: McLarand Vasquez Emsiek

FIGURE 5: ELEVATIONS SHOWING RESIDENTIAL USES

Apartment Community

The apartment community site is approximately five acres. The western edge of the property, comprised of more than 30,000 square feet, is a steep slope and would remain undeveloped open space. The proposed apartment community would consist of 329 apartments (63 townhomes and 266 apartments) in three buildings over one level of below-grade parking.

Two of the buildings would be located near the western edge of the project site and oriented along the western side of a new horseshoe-shaped private loop road; this road would provide access to all of the proposed residential structures from Buckingham Way. The southern of these two buildings (Building One) would be a 122,175 gsf, 12-story (130-foot-tall) structure, with 120 apartment units. The northern of these two buildings (Building Two) would be a 59,624 gsf, four-story (40-foot-tall) structure with 80 apartment units. The third building (Building Three), in the center of the proposed new loop road, would create a new block with an internal courtyard. Building Three would be a 136,329 gsf, four-story (40-foot-tall) structure, with 63 townhomes and 66 apartment units. The townhomes would be located along the perimeter of the building, with the apartments located on the interior of the block.

The residential component of the project would also include the redevelopment of a one-story, approximately 3,500-square-foot, vacant building in the southeast corner of the residential parcel at 495 Buckingham Way. It would be redesigned for use as the central leasing office.

The parking layout would provide for approximately 332 parking spaces, consisting of about 320 parking spaces in the below-grade parking garage and about 12 surface parking spaces. Three of the surface spaces would be used for prospective tenants or guests and the rest of the parking spaces would be reserved for residents.

Although a front yard setback is not required, the townhouses would be set back from the Buckingham Way property line. The buildings would be set back approximately 80 feet from the rear property line.

Sewer Line Relocation

The current development program proposes to relocate a 36-inch-diameter sewer line located at the southern edge of the project site, to clear the property for the proposed residential buildings. The sewer line would be moved to a site approximately 20 feet from its present location, under the new loop road accessing the residential buildings.

Public Plaza and Open Space

The project includes an approximately 8,000 sq.ft. public pedestrian plaza to the east of the senior assisted-living facility. It would provide an open space transition between the project and the existing Merced Manor neighborhood, and could include improvements on Lots 6 and 7. The project also proposes preservation of approximately 30,000 sq.ft. of sloped, wooded open space at the west edge of the project site.

Project construction is expected to be phased. Although the precise timing and sequence has not been determined, it is anticipated to be as follows. The apartment community would be constructed first. The assisted-living facility and Phase I of the retail addition and parking would begin approximately six months later. Phase I of the retail addition would include the free-standing retail building for the grocery store, neighborhood retail, and the north parking structure. Phase II of the retail addition would begin about one year after the first retail phase. Phase II of the retail development would include the Galleria addition and the west parking structure. Overall, construction would take about two and one-half years.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

This Initial Study examines the Stonestown Village project and proposed rezoning, including the approvals described on pp. 15-16, to identify potential effects on the environment. On the basis of this study, project-specific effects that have been determined to be potentially significant relate to transportation, air quality, and shadows. These issues will be analyzed in the Environmental Impact Report (EIR). Land use and visual quality/urban design will be discussed in the EIR for informational purposes. Topics noted "TO BE DETERMINED" mean that discussion in the EIR will enable a determination of whether or not there would be a significant impact.

B. EFFECTS FOUND NOT TO BE POTENTIALLY SIGNIFICANT

The following effects of the Stonestown Village project have been determined to be either insignificant or to be mitigated to a level of insignificance through measures included in the project: population, noise, construction air quality, wind, biology, public services and utilities, geology/topography, water, energy/natural resources, hazards, archaeological resources, and historic architectural resources. These issues are discussed below and require no further environmental analysis in the EIR.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

COMPATIBILITY WITH EXISTING ZONING AND PLANS

		Not Applicable	Discussed
1.	Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	_	X

		Not Applicable	Discussed
2.	Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	_	X

The City Planning Code, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless the proposed project conforms to the Code, amendments to the Code are included as part of the project, or an exception is granted pursuant to provisions of the Code. The proposed development site (portions of Lots 21 and 22) is primarily within a C-2 (Community Business) district, which permits retail and residential uses and has a base floor area ratio (FAR) of 3.6 to 1.[6] The western and northern portions of the site containing the residential component are in a 40-X height and bulk district (maximum allowable height of 40 feet, no bulk controls). The site of the retail component and the main Stonestown Galleria shopping center are in a 65-D height and bulk district (maximum allowable height of 65 feet with bulk controls over 40 feet in height). Lots 6 and 7 along Eucalyptus Drive and the eastern edge of Lots 21 and 22 along 19th Avenue are in a narrow strip of RH-1(D) (Residential House District, One Family (Detached Dwellings)).

The following approvals would be sought for the project:

- Conditional Use authorization (CU) for an amendment to the existing Stonestown Galleria Planned Unit Development (PUD) to modify parking and rear yard setback requirements for the assisted-living building, and residential density for the apartment community;
- Amendment of the Zoning Map height district to increase the height limit from 40 feet to 130 feet for the residential development site that roughly occupies most of Lot 22 west of Buckingham Way (See Figure 2: Stonestown Village Lots in Assessor's Block 7295);

[6] See Section 124 of the Planning Code.

- Subdivision of Lot 22 to create two separate parcels for the apartments and assisted-living housing;[7]
- Determination for any net new shadow on Rolph Nicol Park or Harding Park as applicable under Section 295;
- Review and approval by the Department of Public Works of the sewer line relocation.

According to Planning Code Section 151, the retail parking requirement is one space per 500 sq.ft. up to 20,000 sq.ft. of retail space and one space per 250 sq.ft. for space in excess of 20,000 sq.ft. The parking requirement for the existing retail is approximately 3,337 spaces. A total of 3,664 parking spaces (3,337 plus 327 parking spaces for existing and net new retail, respectively) would be required for the 936,005 sq.ft. of retail space in Stonestown Galleria with the proposed addition. This includes the net increase of 91,755 net square feet (nsf) of occupied floor area of new retail in the proposed project, where the occupied floor area is approximately 90% of the 101,950 net new gross sq. ft. of retail space.

All of the existing parking spaces that would be displaced by the proposed project would be replaced to maintain the existing 3,575 parking spaces for the existing retail. Total parking spaces provided for all retail–existing and new–would be about 3,879 parking spaces, as compared to the Code requirement of about 3,764 spaces.

Amendment of the Zoning Map to increase the height limit from 40 feet to 130 feet in the residential development; the subdivision of Lot 22; and the CU for the amendment to the PUD, will be discussed in the EIR. The Section 295 shadow analysis also will be presented in the EIR.

The Stonestown Village project would require review by the Planning Commission, the Department of Public Works, and the Board of Supervisors in context of the *San Francisco General Plan* and other relevant plans. Applicable Area Plans and Elements of the *General Plan*

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[7] The assisted-living site would be approximately 0.9 acres and the apartment development site would be approximately five acres. Of the five acres, only 4.3 acres is developable land.

include the Residence Element, the Commerce and Industry Element, and the Urban Design Element. If the project, on balance, were to have substantial conflicts with *General Plan* objectives and policies, it could not be approved. Plans and policies will be discussed in the EIR for informational purposes. A brief summary of relevant *General Plan* policies and applicable Zoning Map and Planning Code provisions will also be included.

The City's *General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies which relate to physical environmental issues. The current proposed project would not obviously or substantially conflict with the *General Plan*. In general, potential conflicts with the *General Plan* are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

Environmental plans and policies are those, like the Bay Area Quality Management District's *1997 Clean Air Plan*, that directly address environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City Planning Code to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to

issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The case report for the Conditional Use authorization and subsequent motion for the Planning Commission will contain the analysis determining whether the proposed project is in compliance with the eight Priority Policies.

ENVIRONMENTAL EFFECTS

Except for the categories of transportation, air quality, and shadows, as noted above, all items on the Initial Study checklist incorporated herein have been checked "No" indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. Several checklist items have also been checked "Discussed" indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No" without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's *Transportation Impact Analysis Guidelines for Environmental Review*. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

1.	**Land Use** - Could the project:	Yes	No	Discussed
	a. Disrupt or divide the physical arrangement of an established community?	_	X	X
	b. Have any substantial impact upon the existing character of the vicinity?	_	X	X

As noted in project description, Stonestown Galleria including the project site is primarily in the C-2 (Community Business) zoning district. The proposed uses are all permitted land uses within this district. The district covers a substantial area and is composed of a variety of uses that

include retail, parking, institutions and housing. Land use in the vicinity of the proposed project is a mix of retail, office, public/institutional uses (university, schools, libraries, churches, YMCA and fire station), low-density residential and highrise residential, parks and open spaces, and parking.

The proposed project would increase existing retail uses at Stonestown Galleria by demolishing the cinema and adding other new retail uses, including a new addition to the Galleria, a grocery market and other neighborhood-serving retail. It would change land uses by replacing a parking lot with residential uses. The proposed residential uses would be located in the portion of the project site that lies south of Eucalyptus Drive, with Merced Manor residential neighborhood across the street (on the north side of Eucalyptus Drive), and north of Stonestown Apartments, immediately adjacent to the site. Therefore, the project's proposed addition of residential uses would be compatible with the character of the surrounding neighborhood.

Overall, the project would be consistent with existing and planned land uses in the vicinity and would not have a substantial adverse effect on land use. It would not disrupt or divide an established community. Land use will be discussed in the EIR for informational purposes.

2.	**Visual Quality** - Could the project:	Yes	No	Discussed
a.	Have a substantial, demonstrable negative aesthetic effect?	_	X	X
b.	Substantially degrade or obstruct any scenic view or vista now observed from public areas?	_	X	X
c.	Generate obtrusive light or glare substantially impacting other properties?	_	X	X

The project site is adjacent to (and north of) the existing two-, three-, and ten-story Stonestown Apartments; San Francisco State University lies one block south of the Galleria and Stonestown

Apartments. The existing two-story, 53-foot-tall Stonestown Galleria is similar in height or taller than most of the buildings in the immediate vicinity, including the low-rise portion of the Stonestown Apartments; both churches on 19th Avenue, the two-story GK1-SF Indonesian Presbyterian Church and the two-story Temple Baptist Church; the two-story St. Stephen's Church on Eucalyptus Drive; and the two-story YMCA building on Eucalyptus Drive between 20th and 21st Avenues and the four-story office building at the intersection of Buckingham Way and 20th Avenue.

Surface parking would be removed to accommodate the proposed addition to the existing Stonestown Galleria, the grocery market, neighborhood-serving retail, and structured parking. Surface parking and the existing two-screen cinema would be demolished to accommodate the proposed apartment community, senior assisted-living housing complex, and parking. The project would construct primarily low-rise structures (two to four stories) with the exception of one high-rise residential building up to 12 stories (130 feet tall). The proposed project would increase the scale of development on the project site; the height and bulk of the proposed high-rise apartment building would, however, be similar to the existing ten-story Stonestown Apartments, the six- to seven-story San Francisco State University buildings south of the existing Stonestown Galleria, and the more-distant 12-story Park Merced Apartments. The projects would include landscape and streetscape features to enhance the site.

Views of the project site from 19th and 20th Avenues, from Eucalyptus Drive, and from the nearby San Francisco State University on 19th Avenue would be altered with views of project buildings. From Rolph Nicol Park, views would change to housing and retail buildings in place of the present surface parking lots.

The facade of the proposed retail addition would be designed to be complementary to the style of the existing Stonestown Galleria; the multi-unit residential buildings would not appear substantially different from the existing apartment buildings in the neighborhood. Therefore, the project would not have a substantial adverse aesthetic effect. The project would be built with

standard materials and fixtures that meet contemporary seismic and fire safety standards. It would not include mirrored glass.

The proposed project would include outdoor lighting typical of retail and multi-unit residential buildings in the project vicinity; no unusual amount of light or glare would be created that would interfere with nighttime views. Therefore the project would not cause significant light and glare and no further discussion is required in the EIR.

The project would not have substantial adverse effect on scenic views or vistas from public open space or from other locations, nor would it otherwise have a substantial negative aesthetic effect. However, for informational purposes and to assist in the understanding of the project, the EIR will discuss visual quality and urban design and will provide several photomontages of the proposed buildings in context of surrounding structures.

3.	**Population** - Could the project:	Yes	No	Discussed
a.	Induce substantial growth or concentration of population?	_	X	X
b.	Displace a large number of people (involving either housing or employment)?	_	X	X
c.	Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	_	X	X

The proposed project would demolish a 900-seat, two-screen cinema. Demolition of the existing building on site would displace approximately 37 employees, based on an employment density factor of 350 sq.ft. per employee for commercial use.[8] Business displacement in this context is an economic impact that would not be a significant environmental impact under CEQA.

[8] Keyser Marston Associates, Inc. and Gabriel Roche, Inc., *Jobs Housing Nexus Analysis, City of San Francisco*, July 1997, p. 31.

Based on an employment density factor of 350 sq.ft. per employee for retail use,[9] the proposed retail addition would be expected to add approximately 328 employees to San Francisco's economy for a net increase of about 291 employees.[10] This increase in employment would be about 0.04% of total employment of 731,660 employees projected for San Francisco in year 2020, and it would be about 0.28% of employment growth of 102,800 jobs projected from 2000-2020.[11] This potential increase in employment would be small in the context of total employment in San Francisco.

Increases in a city's employment in turn increase demand for local housing. San Francisco is the central city (and most urban place) in an attractive region. The San Francisco Bay Area is known for its agreeable climate, open space, recreational opportunities, cultural amenities, a strong and diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support a strong demand for housing in San Francisco. Providing new housing to meet this strong demand is particularly difficult because the amount of land available is limited and because land and development costs are relatively high. For these reasons, San Francisco consistently ranks as one of the most expensive housing markets in the United States.

The proposed project would generate a demand for about 74 residential units.[12] Thus the project would not create substantial demand for new housing. Further, the project is a mixed-use development and proposes to build 329 residential units,[13] and 85 assisted-living units for

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[9] Ibid.

[10] The addition of 328 jobs and displacement of 37 jobs would bring the total employment at Stonestown Galleria to approximately 2,643.

[11] Data from Association of Bay Area Governments, *Projections 2000,* located at http://www.abag.ca.gov/abag/overview/pub/p2000

[12] Op. cit., Keyser Marston Associates, Inc., July 1997, Section III, pp. 30-33.

[13] The project is intended to be market-rate housing; the project sponsor would meet whatever affordability requirements are in effect at the time of project approval.

seniors; this would exceed the demand created by the net new employment. Housing demand in and of itself is not a physical environmental effect.

As stated above, there is substantial demand for new residential space in San Francisco. Based on standard household density factors in use in San Francisco and the approximate mix of units anticipated by the project sponsor,[14] the proposed 329-unit residential development would house about 524 people. The 85-unit assisted-living building is estimated to accommodate approximately 86 people (one person per assisted-living unit, with two people in one of the studio apartments in the proposed Alzheimer-Dementia Care unit). Overall the residential component of the project would accommodate approximately 610 people. Currently, there are no residences on the site.

This increase in residents and employees would not substantially increase the existing area-wide population, and the resulting density would not exceed levels which are common and accepted in urban areas such as San Francisco. Based on the above analysis, no significant physical environmental effects on population would occur, and these issues require no further analysis in the EIR.

4.	**Transportation/Circulation** - Could the project:	Yes	No	Discussed
	a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?			To be determined

[14] City and County of San Francisco Planning Department and San Francisco Redevelopment Agency, *Mission Bay Final Subsequent EIR*, Planning Department File No. 96.771E, SCH No. 97092068, Vol. IV, Appendices, Table C.7, p. C.5, certified September 17, 1998. The anticipated mix would include about 38 studios and 142 one-bedroom, 137 two-bedroom, and 12 three-bedroom units; for purposes of calculation, 10% are assumed to be below-market-rate units.

		Yes	No	Discussed
b.	Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	To be determined		
c.	Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	To be determined		
d.	Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	To be determined		

Increased employment and housing at the project site would place increased demands on the local transportation system, including increased traffic, transit demand, and parking demand. The EIR will discuss project effects related to transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, bicycles, and freight loading, as well as construction impacts. The analysis will take into account the project's contribution to cumulative traffic effects.

5.	**Noise** - Could the project:	Yes	No	Discussed
a.	Increase substantially the ambient noise levels for adjoining areas?	_	X	X
b.	Violate Title 24 Noise Insulation Standards, if applicable?	_	X	X
c.	Be substantially impacted by existing noise levels?	_	X	X

The ambient noise environment in the project vicinity is dominated by traffic noise. The Environmental Protection Element of the *San Francisco General Plan* estimates that the noise

level in the Stonestown area is about 55 dBA Ldn[15] as shown on Map 1 (p. I.6.13). The Transportation Noise section of the Element notes that "Surface transportation faciliteis constitute a major contributor to today's noise levels." Therefore, along major roadways and freeways, noise levels are generally higher than near quiet residential streets. Map 2 in the Environmental Protection Element shows that noise levels along 19th Avenue are about 80 dBA, and along Winston Drive and Buckingham Way in the vicinity of the Stonestown Galleria noise levels are about 70 dBA (p. I.6.15).

The noise section in the 1983 *Stonestown Expansion and Renovation EIR*, Noise Section reported that the portion of the site now planned for residential use had a daytime equivalent noise level (L_{eq}) of 53 dBA, and the vicinity of the retail component of the project site (west of Buckingham Way and north of Winston Drive where the existing two-story to ten-story Stonestown Apartments are located) had an L_{eq} of 59 dBA.[16] Thus, noise levels near less-busy streets are lower than those adjacent to major roadways.

The project would involve retail use consistent with those at Stonestown Galleria now, and residential uses consistent with the nearby neighborhood. Noise created by project operation would be due to additional automobile traffic, truck deliveries, ventilators and other mechanical equipment, and the general coming and going of residents, employees, patrons, and other visitors. An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people.

An analysis of background traffic information prepared for the project's Transportation Study shows that the project would add about 530 vehicles to local intersections in the p.m. peak hour

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[15] dBA stands for decibels reported on the A-weighted scale. The decibel (dB) is the unit of measurement for sound; the A-weighted scale simulates the response of the human ear to various frequencies of sound. Ldn is the day-night equivalent sound level; it adds a 10 dB penalty for nighttime noise during the hours of 10 p.m. to 7 a.m.

[16] San Francisco Planning Department, *Stonestown Shopping Center Renovation and Expansion EIR*, Case No. 83.98E, SCH No. 86020419, certified August 7, 1986, pp. 111 - 114, citing Charles M. Salter Associates, Inc. *Noise Section, Stonestown Expansion and Renovation EIR, San Francisco, California,* October 31, 1983, Table 1: Existing Noise Levels.

of a typical weekday, and about 610 vehicles during a typical weekend midday peak hour (1:15 to 2:15 p.m.).[17] These vehicles would be spread throughout the area around the project site and would contribute to traffic noise in the vicinity of the project. Comparing existing traffic counts at 11 nearby study intersections with estimates of existing-plus- project-generated traffic shows that the project would cause increases of two percent to 20 percent, depending on the intersection, during the weekday and weekend peak hour.[18] Thus, the project would not double existing traffic volumes and would not cause significant increases in traffic noise.

Future cumulative traffic growth in the project vicinity would cause additional growth in area traffic by the year 2015. Estimates of this overall growth in traffic have been prepared.[19] These results show that traffic could increase by as much as 15 - 16% at most of the intersections in the project vicinity, with the exception of Winston Drive and Buckingham Way, and Buckingham Way and 20th Avenue, operating at slightly higher increases of 17% and 19%, respectively. While this is a noticeable increase, traffic noise would change by less than three decibels, and would not be noticeable to most people outside a laboratory testing situation.

The noise insulation requirements of Title 24 of the California Code of Regulations would apply to the residential buildings in the project. Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects (including hotels and motels). The Department of Building Inspection (DBI) would review the final building plans to ensure that the building wall and floor/ceiling assemblies meet State standards regarding sound transmission. The project would be required to comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909, Fixed Source Levels, which regulates mechanical equipment noise. Project operation would not result in noise levels perceptibly greater than those in the vicinity of the site.

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[17] Chi-Hsin Shao, CHS Consulting Group, Memorandum to Tammy Chan, San Francisco Planning Department Major Environmental Analysis Section, October 9, 2001.

[18] Ibid.

[19] Ibid.

Demolition, excavation, and project construction would temporarily increase noise in the project vicinity. Construction would take about 24 to 30 months. Construction noise is generally intermittent, and by definition, temporary. During the majority of construction activity, noise levels would be above existing levels in the project area. Construction noise would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. Most project buildings, except the residential tower, would use shallow foundations with either mat or interconnected grid foundations, neither of which include pile driving. Construction noise for placement of these types of foundations would be the same as noise from other typical construction activities.

The greatest amount of noise would be produced by pile driving. The 12-story residential tower is expected to use either a deep foundation system with either steel or Tubex piles, or a shallow foundation supported on soil-cement columns. The steel piles would require pile driving. Tubex piles are inserted by means of an augur drill and are not pounded into place; therefore, this foundation system would not create unusual amounts of noise. Construction of the soil-cement columns would involve substantial amounts of drilling, but would not involve pile driving; therefore, this foundation system would not involve unusual amounts of construction noise. Pile driving is unusually noisy and can cause ambient noise levels of up to about 90 dBA at 50 feet from the pile driver.

If pile driving were necessary for the residential tower, it would take place following site preparation and excavation, and would occur for three to four weeks or less. During pile driving, there would be times when noise would interfere with indoor activities in the Sutro Library on Winston Drive, the adjacent residential buildings, St. Stephens Church, and possibly at St. Stephens School and Lowell High School adjacent to and within about 400 to 800 feet of the pile driving site. Pile driving noise could temporarily interfere with outdoor activities at nearby school playgrounds at St. Stephens School and at Lowell High School, as well as outdoor activities at Rolph Nicol Park. Pile driving noise would be noticeable at other sensitive locations such as the residential uses on Winston Drive, Mercy High School on 19th Avenue, and

Lakeshore Alternative School on Middlefield Drive beyond Lowell. While noticeable, noise would not interrupt indoor or outdoor activities at these locations because they would be further from the noise source.

Pile driving activities would occur during a relatively short period of three to four weeks or less during the overall 24- to 30-month construction period. Therefore, the inconvenience caused by pile driving noise would be a temporary construction noise impact and would not be a significant environmental effect.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 ft. from the source. Impact tools, such as jackhammers and pile drivers, must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of Public Works. The project demolition and construction operations would comply with the Noise Ordinance requirements.

Based on the above analysis and discussion, noise impacts will not be addressed further in the EIR.

6.	**Air Quality/Climate** - Could the project:	Yes	No	Discussed
a.	Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	To be determined		
b.	Expose sensitive receptors to substantial pollutant concentrations?	To be determined		
c.	Permeate its vicinity with objectionable odors?	_	X	X

		Yes	No	Discussed
d.	Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?			To be determined

Effects on Ambient Air Quality

Construction Emissions. During construction, air quality could potentially be affected for short periods. Excavation and movement of heavy equipment could create fugitive dust and emit criteria pollutants as a result of diesel fuel combustion. The criteria pollutants or precursors to criteria pollutants are: nitrogen oxides (NOx), carbon monoxide (CO), sulphur dioxide (SO_2), hydrocarbons (HC), and particulate matter with a diameter of less than 10 microns (PM_{10}). Fugitive dust is made up of particulate matter including PM_{10}.

Construction emissions would occur in short-term and temporary phases, but they could still cause adverse effects on local air quality. The Bay Area Air Quality Management District (BAAQMD), in its CEQA Guidelines, has developed an analytical approach that obviates the need to quantitatively estimate these emissions. Instead, BAAQMD has identified a set of feasible PM_{10} control measures for construction activities. The project would include these measures to reduce the effects of construction activities to an insignificant level. (See Mitigation Measure 1, p. 54 below.) Therefore, it would not cause significant construction-related air quality effects. The EIR will not address these effects further.

Traffic Emissions. Potential air quality impacts from the proposed project could occur due to increased traffic throughout the region. Region-wide emissions will be assessed in the EIR and compared to the BAAQMD's significance thresholds for regional impacts. Also of concern are CO emissions and the possibility of exceeding CO standards at congested intersections and nearby sensitive receptors. The impact of vehicular CO emissions on local ambient air quality will be assessed in the EIR. CO concentrations will be estimated for existing, future-without-

project, and future-with-project conditions. The results of the analysis will be compared to state and federal ambient air quality standards to evaluate impacts.

Exposure to Toxic Air Contaminant Emissions/Objectionable Odors

The proposed project includes an addition to the existing Stonestown Galleria shopping center, an apartment community, a senior assisted-living housing complex, and parking. These uses could require operation of natural gas fired boilers or chillers that could emit trace quantities of toxic air contaminants, but they are not expected to have the potential to generate toxic air contaminants in substantial amounts or any objectionable odors. Therefore, the EIR will not discuss this issue further.

Wind Effects

The proposed project would add new structures to the project site, including a residential building that would be 130 feet in height. The height of other proposed structures would range from 40 to 55 feet. Donald Ballanti, a consulting meteorologist, analyzed the probable wind impacts of the proposed project.[20] Winds along the western edge of San Francisco are generally from a southwesterly to westerly direction off the Pacific Ocean. To provide a comfortable wind environment for people in San Francisco, the City established specific pedestrian comfort and hazard criteria to be used in the evaluation of proposed buildings in certain areas of the City in and near Downtown. These standards do not apply to the Stonestown Galleria area, however, this analysis evaluates the proposed project's potential to create hazardous wind conditions.

[20] Donald Ballanti, *Wind Impact Evaluation of the Proposed Stonestown Galleria Expansion and Village Project, San Francisco*, August 16, 2001. This report is on file with the Planning Department, 1660 Mission Street, San Francisco, and is available for public view as part of the project file.

According to the analysis, the Stonestown Galleria addition, assisted-living facility and the bulk of the apartment community would be low-rise in nature (less than 50-feet-tall) and, given the nature of the surrounding cityscape, would not have any potential for adverse wind impacts.

The analysis therefore examines the potential wind impacts of the proposed 130-foot-tall residential tower. The site of the proposed residential tower is sheltered from wind by a dense forest of trees located in Rolph Nicol Park and on the western part of the project site that is proposed to remain undeveloped. These trees, which would be preserved, limit the strength of approach winds at the lower levels of the atmosphere.[21] The proposed tower does not offer a broad continuous face to intercept prevailing southwesterly winds. The tower would be relatively slim in profile and the wind-exposed building face would be curved in shape rather than bluff. Additionally, the western face of the highrise structure is discontinuous both horizontally and vertically, which tends to result in several weaker wind accelerations rather than a single, stronger wind acceleration.[22] Upon consideration of the exposure, and massing and orientation of the highrise structure's design, the analysis concludes that the proposed project does not have the potential to cause significant change to the wind environment in pedestrian areas adjacent to or near the site, and it would not have the potential to cause hazardous wind accelerations in pedestrian spaces.

Wind effects will not be discussed in the EIR.

Shadow Effects

Section 295 of the City Planning Code was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year

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[21] Ibid, p. 2.

[22] Ibid, pp. 2-3.

round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 ft. unless the City Planning Commission finds the impact to be insignificant. To determine whether this project would conform with Section 295, a shadow fan analysis was prepared by the Planning Department. The analysis compared the project to the existing condition, but excluding the pine and eucalyptus trees adjacent to Rolph Nicol Park, that currently shade the property. This analysis determined that the project shadow would create net new shade on Rolph Nicol Park. The residential tower could also shade the far eastern edge of Harding Park, immediately west of Lake Merced Boulevard, but would not shade any other public areas subject to Section 295. (A copy of the shadow fan analysis is available for review in the project file at the Planning Department at 1660 Mission Street.) The extent and effect of shadows on Rolph Nicol Park and Harding Park will be discussed in the EIR.

7.	**Utilities/Public Services** - Could the project:	Yes	No	Discussed
a.	Breach published national, state or local standards relating to solid waste or litter control?	_	X	X
b.	Extend a sewer trunk line with capacity to serve new development?	_	X	_
c.	Substantially increase demand for schools, recreation or other public facilities?	_	X	_
d.	Require major expansion of power, water, or communications facilities?	_	X	X

The proposed project is on a site that is currently served by fire, police, schools, solid waste collection, recreational facilities, water, gas, and electricity. The project proposes to increase the existing amount of retail and residential uses and would increase the demand for and use of public services and utilities on the site and provide open space. It would increase water and energy consumption, but not in excess of amounts expected and provided for in this area.

Therefore, the project would result in a less-than-significant impact on public services and utilities.

Solid Waste

San Francisco's solid waste is disposed of at the Altamont Landfill. A substantial expansion of the landfill was approved in 1997; therefore, the landfill will be able to accommodate San Francisco's solid waste stream well into the future. The solid waste associated with project construction and operation would not substantially affect the foreseeable life of the Altamont Landfill; therefore, the EIR will not further discuss the issue of solid waste generation.

Sewer and Wastewater Treatment Plant Capacity

The site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. An existing 36-inch-diameter sewer line, located at the west edge of the property (Lot 22), would require relocation for construction of the residential units; effects of the relocation will be discussed in the EIR. Wastewater treatment for the west side of the City is provided by the Oceanside Water Pollution Control Plant near the San Francisco Zoo. The project would meet any wastewater pre-treatment requirements of the San Francisco Public Utilities Commission, as required by the San Francisco Industrial Waste Ordinance.[23] The project would have little effect on the total wastewater volume discharged through the combined sewer system, particularly since stormwater runoff contributes greatly to the total flow and the site is already paved (resulting in maximum stormwater flows). For these reasons, the EIR will not evaluate demands on wastewater treatment facilities further.

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[23] City and County of San Francisco, *Ordinance No. 19-92, San Francisco Municipal Code (Public Works), Part II, Chapter X, Article 4.1 (amended)*, January 13, 1992.

Public Services

Police and Fire Protection. The project site presently receives police and fire protection services, and the project would create additional demand for these services in the area. Fire station, Station 19 is at the intersection of Winston Drive and Buckingham Way, immediately southwest of the project site. The proposed project is within the Taraval Police District, and the project area is patrolled 24 hours a day by radio-dispatched patrol cars of the San Francisco Police Department. The Stonestown Galleria shopping center is also patrolled by Stonestown's private security force.[24] Although the project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on-site, the increase in responsibilities would not likely be substantial in light of the existing demand for fire and police protection services in the Stonestown-Park Merced and Taraval areas. Furthermore, the increase in demand would not require the construction of any new police or fire prevention facilities. For these reasons the EIR will not discuss further police or fire protection services.

Power and Communications Facilities

The project site is already served by power and communication facilities. The new buildings would require typical utility connections and could tap into existing power and communications grids. Therefore, no new power or communications facilities would be necessary as a result of project implementation, and the EIR will not discuss this issue further.

The proposed project would increase demand for and use of energy, but not in excess of amounts expected and provided for in this area. San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem is

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[24] City and County of San Francisco, *Stonestown Shopping Center Renovation and Expansion Final EIR,* (Case No. 83.98E), certified August 7, 1986, Appendix A-Initial Study, p. A-17.

thought to be that the State does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area, and elsewhere in the State. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project would not be built and occupied until about 2003-2004; therefore, additional generating facilities may have been completed by the time the project is in operation. The project-generated demand for electricity would be negligible in the context of the overall demand with San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would not result in a significant physical environmental effect.

Water Supply Facilities

The project would consume about 61,500 gallons of water per day,[25] which would be about 58,950 gallons per day more than the estimated current consumption of about 1,250 gallons per day[26] on the project site. This would incrementally increase the demand for water in San Francisco, but not at a level that is significant in the overall context of the City. In addition, the new construction would be designed to incorporate water-conserving measures, such as installing low-flush toilets and urinals, as required by the San Francisco Building Code Section 402.0(c). The San Francisco Water Department will be contacted regarding adequacy of water supplies to meet the needs of the project.

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[25] City and County of San Francisco, Planning Department, *Mission Bay Final EIR, 86.505EMTZ,* August 12, 1988, *Volume 3 Appendices,* p. XIV.D.38, Table XIV.D.35. The Mission Bay Water Demand Calculations, 2000, estimate a demand factor of 75 gallons per day per resident for residential uses, and a demand factor of 95 gallons per day per 1,000 sq.ft. for retail uses.

[26] The current consumption of water at the project site is from the existing 13,000 sq.ft. cinema. A demand factor of 95 gallons per day per 1,000 sq.ft. was used to estimate the cinema's water consumption.

In addition, it is expected that the project would use less potable water in the future when the City's reclaimed water system comes on line. The project site is within the Westside Reclaimed Water Use Area designated by Section 1029 of the Reclaimed Water Use Ordinance (approved November 7, 1991), which added Article 22 to Part II, Chapter X of the San Francisco Municipal Code (Public Works Code). Under this Ordinance, non-residential projects over 40,000 sq.ft. that require a site permit, building permit or other authorization, and are located within the defined area, must provide for the construction and operation of a reclaimed water system for the transmission of the reclaimed water within buildings and structures or otherwise demonstrate the ability to retrofit the project building when the City builds its reclaimed water system. To comply with the Ordinance, the buildings would be designed with separate plumbing to service uses (e.g. toilets and urinals) that could employ reclaimed water.

The project would not result in a substantial increase in water use, and would not result in a significant impact; therefore, the EIR will not discuss water supply facilities further.

8.	**Biology** - Could the project:	Yes	No	Discussed
a.	Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	_	X	_
b.	Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	_	X	_
c.	Require removal of substantial numbers of mature, scenic trees?	_	X	_

The project site is completely covered by surface parking and an existing building (cinema), and does not support or provide habitat for any rare or endangered wildlife or plant species. No other important biological resources exist on the project site. The proposed project would include landscaping improvements for the proposed open space areas, including street trees and plants. Existing trees to the west and the northwest of the site would be preserved, with a few

trees being removed only as necessary for replacement of the sewer line on the south side of the apartment community. Therefore, this topic will not be discussed in the EIR.

9.	**Geology/Topography** - Could the project:	Yes	No	Discussed
a.	Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	__	X	X
b.	Change substantially the topography or any unique geologic or physical features of the site?	__	X	__

The project site generally slopes downward from east to west, with ground surface elevations varying from about 150 to 125 feet. According to a preliminary geotechnical report by Treadwell and Rollo, Inc. dated September 12, 2000, subsurface soil consists of varying depths of sand and ravine fill, sand and gravel (from grading during construction of the Stonestown Shopping Center in the 1950's), and medium-dense sands of the native Colma formation.[27]

Previous geotechnical investigations for the adjacent Stonestown Galleria mall east of Buckingham Way indicated the presence of groundwater at depths of approximately 87 to 100 feet below ground surface. The Treadwell and Rollo report notes that no groundwater was encountered in borings to a depth of 66.5 feet.

The proposed project would include market-rate housing, including low-rise wood-framed residential units and a 12-story residential tower, both over a one-level, below-grade concrete parking garage. The parking level would require excavation to a depth of about 10 feet below street grade. The project would also include a two-story retail addition to the Stonestown Galleria over one level of below-grade parking, and a five-level above-grade parking structure

[27] Treadwell & Rollo, *Preliminary Geotechnical Report, Stonestown Village, San Francisco, California,* September 12, 2000, p. 4. This report is on file with the Planning Department, 1660 Mission Street, San Francisco, and is available for public view as part of the project file.

for retail uses. Most project buildings would be four stories or less and would use shallow foundations with either mat or interconnected grid foundations, neither of which include pile driving. The residential tower is expected to use either a deep foundation system with either steel or Tubex piles, or a shallow foundation supported on soil-cement columns. (The steel piles would require pile driving.) Construction of the soil-cement columns would involve substantial amounts of drilling, but would not involve pile driving. The project would not substantially change the topography or any unique geologic or physical feature on the site.

Due to the composition of the subsurface soil, and the proximity of the San Andreas and Hayward faults, the report states that the site will experience strong ground shaking during a large earthquake on either fault. The project site is located in an area of probable liquefaction identified on Map 4 of the Community Safety Element of the *San Francisco General Plan*. The preliminary geotechnical report indicates that the potential for liquefaction is low because of the type of sandy soil and the depth to groundwater. To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project pursuant to the State Seismic Hazards Mapping Act, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code.

The project includes mitigation measures (see Mitigation Measure 2 on pp. 54-55) to facilitate Building Code compliance and reduce potential geological hazards.

Based on the above discussion, the project would not have significant geotechnical effects, and no further discussion is necessary in the EIR.

10.	**Water** - Could the project:	Yes	No	Discussed
a.	Substantially degrade water quality, or contaminate a public water supply?	_	X	X
b.	Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	_	X	X
c.	Cause substantial flooding, erosion or siltation?	_	X	X

Water Quality

The project would not substantially degrade water quality or contaminate a public water supply. All sanitary wastewater from the proposed buildings and stormwater runoff from the project site would be collected and treated at the Oceanside Water Pollution Control Plant prior to discharge to the Pacific Ocean through the four-mile-long Southwest Ocean Outfall. Treatment would be provided pursuant to the effluent discharge limitations set by the Plant's National Pollutant Discharge Elimination System (NPDES) permit. The project would comply with all local wastewater discharge requirements reducing any impacts upon water quality to less-than-significant levels. See p. 33 for a discussion of sewer and treatment plant capacity. See "Flooding, Erosion, and Siltation" below for a discussion of water quality during construction.

Groundwater Resources

The project would include excavation to about 10 feet in depth to accommodate up to one level of underground parking. Since previous geotechnical investigations for the adjacent Stonestown Galleria mall east of Buckingham Way indicated the presence of groundwater at depths of approximately 87 feet to 100 feet below ground surface, and the Treadwell and Rollo report notes that no groundwater was encountered during the boring investigation to a depth of 66.5 feet, it is not expected that dewatering would be required for this project.

No use of groundwater currently exists on the site. Therefore, groundwater resources would not be substantially degraded or depleted, and the project would not interfere substantially with groundwater recharge.

Flooding, Erosion and Siltation

The site is presently covered with buildings and paved parking lots; therefore, the project would not substantially affect the area of impervious surface at the site or alter site drainage. Project-related wastewater and storm water would continue to flow to the City's combined sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge. During construction, requirements to reduce erosion would be implemented pursuant to California Building Code Chapter 33, Excavation and Grading. During operations, the project would comply with all local wastewater discharge requirements. Soil would be exposed during site preparation, but because the project site is relatively flat, the potential for substantial flooding, erosion, or siltation would be low.

Based on the above discussion, the EIR will not include further analysis of hydrology and water quality issues.

11.	**Energy/Natural Resources** - Could the project:	Yes	No	Discussed
a.	Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	_	X	X
b.	Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	_	X	_

Energy Use

The project includes new residential units, retail space and parking areas. Development of these uses would not result in use of large amounts of fuel, water or energy. The project demand would be typical for a project of this scope and nature and would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations enforced by DBI. For this reason, the project would not cause a wasteful use of energy, and would have a less-than-significant impact on energy and natural resources. No substantial environmental effects are expected from the proposed project, and energy consumption will not be discussed further in the EIR.

Natural Resource Use

The project would use natural gas and coal fuel to generate the electricity for the project. The project would not use substantial quantities of other non-renewable natural resources. It would not use fuel or water in an atypical or wasteful manner. Therefore, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource, and this topic does not require further analysis in the EIR.

12. **Hazards** - Could the project:	Yes	No	Discussed
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	_	X	X
b. Interfere with emergency response plans or emergency evacuation plans?	_	X	X
c. Create a potentially substantial fire hazard?	_	X	X

Hazardous Materials Use

The project site and adjacent properties were not referenced on the Standard Environmental Record sources reviewed.[28] However, two current tenants and one former tenant in the Stonestown Galleria are listed on the State HazNet database as generators of spent photographic solutions. Currently, Picture People stores a 55-gallon drum and Ritz Camera stores two 30-gallon drums of spent photographic solutions, that are removed weekly and bi-weekly, respectively. PDQ One Hour Photo also stored drums of spent photographic solutions but they are no longer a tenant and the chemicals have been removed.[29] Another former tenant, Petrini's Market in the Annex Building, is listed on the State HazNet database for asbestos-containing materials.[30] The asbestos was removed from this site during remodeling and the building is now occupied by Borders Books, Copeland Sports and others.

The proposed project would involve new retail, residential and parking uses that would require relatively small quantities of hazardous materials for routine business and household purposes. The development would likely handle common types of hazardous materials, such as paints, cleaners, toners, solvents and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers that handle hazardous materials, and adequately training workers. For these reasons, hazardous materials use by the project would not pose any substantial public health or safety hazards related to hazardous materials.

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[28] P&D Consultants, Inc., *Expanded Phase I Environmental Site Assessment, Stonestown Galleria, 19th Avenue and Winston Drive, San Francisco, California 94132*, November 9, 2000 (hereinafter "P&D Consultants, *Expanded Phase I*"), p. ii. Standard Environmental Record sources are required to be reviewed under ASTM Standard E1527-00. Federal and State ASTM Standard E1527-00 records are listed in Section 1.2.3(a) on pp. 12-13. This report is on file with the Planning Department, 1660 Mission Street, San Francisco, and is available for public view as part of the project file.

[29] Ibid., p. ii.

[30] Ibid., p. ii, 12 and 25.

Soil and Groundwater

Historical activities at the project site and in its vicinity could have resulted in the release of contaminants into the soil and groundwater. An expanded Phase I Environmental Site Assessment[31] has been prepared for the property that comprises the site. A Phase I Environmental Assessment Report and a Phase II Environmental Investigation[32] were also prepared for portions of the project site in 1988. These reports list current and past operations, review environmental agency databases and records, report site reconnaissance observations, and summarize potential contamination issues that warrant further investigation. The information available in the expanded 2000 Phase I Environmental Site Assessment; and the 1988 Phase I Environmental Assessment Report and Phase II Environmental Investigation is summarized below.

Historically, prior to the development of the Stonestown Galleria in the early 1950s, the project site was mainly undeveloped land and sand dunes.[33] Historic topographic maps indicate that the project site is situated on an east-west trending ravine that traversed both the Stonestown Galleria area and the residential portion of the project site.[34] The ravine was reportedly filled by excavating the south end of the lower lot in the area now occupied by Stonestown Galleria and placing soil (compacted during placement) in the ravine. Groundwater was locally encountered at depths of approximately 87 to 100 feet below ground surface; it is generally expected to flow

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[31] P&D Consultants, *Expanded Phase I.*

[32] Levine-Fricke, *Phase I Environmental Assessment Report, Stonestown Shopping Center, San Francisco, California,* June 15, 1988 (hereinafter "Levine-Fricke, *Phase I"*).; and Levine-Fricke, *Phase II Environmental Investigation Stonestown Shopping Center, San Francisco, California,* June 21, 1988 (hereinafter "Levine-Fricke, *Phase II"*). These reports are on file with the Planning Department, 1660 Mission Street, San Francisco, and are available for public view as part of the project file.

[33] P&D Consultants, *Expanded Phase I,* p. i. The site was originally zoned "first residential" in 1935, although only one small house was on the property in 1935. The 1946 records show it was privately owned land of the Lakeshore Country Club Acres. See also Levine-Fricke, *Phase I,* p. 4.

[34] Treadwell & Rollo, *Preliminary Geotechnical Investigation, Stonestown Village, San Francisco, California,* September 12, 2000, p. 2. Figure 2 of the report shows that the centerline of the ravine runs roughly through the middle of the residential portion of the project site.

west.[35] This suggests that former activities conducted at areas to the east of the site have the highest potential to adversely impact soil and groundwater beneath the site.

Soil and Groundwater On-Site. The original Stonestown Shopping Center was constructed in 1951 where the eastern part of the Galleria now stands. The area presently occupied by the United Artists Twin Cinema at 501 Buckingham Way on the project site was the site of a Chevron/Standard Oil station from 1955 to 1970.[36] There is no evidence as to whether the underground storage tanks (USTs) for the former gas station were removed from the site prior to construction of the cinema. However, it is unlikely that the tanks remain under the cinema, as they would have interfered with the foundations of the cinema.[37] Four shallow soil borings were drilled in front of the cinema in June 1988 to investigate subsurface conditions in the estimated vicinity of the previous USTs.[38] Technical investigation of this area revealed that the soils beneath the cinema appeared to be free of petroleum hydrocarbons in the presumed vicinity of the previous gasoline and waste oil tanks.[39] Because the possibility of contaminated soils cannot be discounted, a mitigation measure is included in the project to conduct tests if discolored or odorous soil is encountered (see Mitigation Measure No. 3).[40]

The currently vacant one-story building at 555 Buckingham Way on the project site, north of the Stonestown Galleria and east of the residential component of the project was formerly occupied

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[35] Levine-Fricke, *Phase I*, p. 3. According to this report, the direction of groundwater flow in the area is likely to be influenced by Lake Merced and local topography. P&D Consultants, *Expanded Phase I*, p. iii. According to this report, a map attached to Chevron's access agreement with Pacific Acquisition Corporation, depicts groundwater flow to the west-northwest toward the Pacific Ocean.

[36] P&D Consultants, *Expanded Phase I*, p. iii.

[37] Marc D. Cunningham, REA, President, AllWest Environmental Inc., letter to Shelby Campbell, A.F. Evans Development, September 10, 2001 (hereinafter "Marc D. Cunningham letter of September 10, 2001"). This letter is on file with the Planning Department, 1660 Mission Street, San Francisco, and is available for public view as part of the project file

[38] Levine-Fricke, *Phase II*, p. 3.

[39] Ibid., p. 14.

[40] Marc D. Cunningham's letter, September 10, 2001.

by the Auto-torium and subsequently occupied by Grand Auto Automotive Supplies and Service Center between 1960 and 1988. Tests of soil samples from beneath the vacant building indicated localized areas of near-surface soils containing waste oil or elevated petroleum hydrocarbon concentrations.[41] The elevated concentrations were present between depths of six and ten feet; however, the migration potential of the oil in soil was anticipated to be relatively low. The foundations for the one-story neighborhood commercial building proposed for this part of the project site are not expected to extend to a depth of six feet; therefore if petroleum hydrocarbons remain in the soil, they would not be disturbed by project construction and would be capped by the new foundation. It was recommended that a groundwater monitoring well be installed outside and downgradient of this area to confirm that migration of waste oil was limited to soils near the former service center's hydraulic lift, and to confirm that the groundwater was not impacted. As groundwater is found at depths below 85 feet, it is not expected that project excavation would encounter groundwater. Therefore, the project is not expected to be required to carry out any special groundwater monitoring or disposal measures during construction.

The following hazardous materials and wastes were observed during a site walk in November 2000.[42] An abandoned 50-gallon aboveground storage tank (AST) was located by the emergency generator in the mechanical room west of Stonestown Galleria, adjacent to the proposed location for the retail component of the project. A 1,000-gallon Convault AST has replaced the abandoned unit. It is filled with diesel for the emergency generator and is located in a fenced area next to the mechanical room. Next to the abandoned AST, there were five 55-gallon steel drums of diesel fuel. The drums were left over from when the 50-gallon AST was the main storage tank. Since the November 2000 report was completed, the 55-gallon drums and the abandoned AST have been removed from the site and disposed of according to state and federal regulatory requirements.

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[41] Levine-Fricke, *Phase II*, p. 15.

[42] P&D Consultants, *Expanded Phase I*, p. iii and p. 10.

Soil and Groundwater Off-site: The former Lucas Cadillac Dealership's auto repair service and repair center occupied the basement of the four-story office building at 595 Buckingham Way northwest of the project site from 1952 to 1986. Groundwater contamination from this off-site building could have impacted the groundwater beneath the project site.[43] Technical investigation identified several features of this auto service and repair center as potential environmental concerns. Leakage from the former underground gasoline tank or piping has impacted subsurface soils and groundwater in the vicinity of the tank. Field observations and laboratory results from 1988 indicated that two other tanks associated with this dealership showed no indication of significant leakage of waste oil or lube oil; it was recommended that the then-existing USTs be brought into regulatory compliance.[44]

According to an investigation by AllWest Environmental prepared for the 595 Buckingham Way site in August 2001, the three USTs were closed in place at the former Cadillac Dealership in 1989.[45] The former dealership's repair center waste oil sump and clarifiers were inspected and cleared of all remaining waste oil and wastewater. Inspection of the waste oil sumps indicated the potential for previous leakage was low.[46] The 1988 Levine-Fricke Phase II Environmental Investigation recommended that groundwater monitoring wells be installed downgradient of this area. Two monitoring wells were installed in 1989; results showed petroleum-related chemicals in groundwater near the dealership, and no petroleum hydrocarbons in the other well, located near the Good Guys store on the project site. A groundwater monitoring report dated October 2000 indicates two water samples were analyzed in September 2000, taken from wells installed

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[43] Ibid., p. iii.

[44] Levine-Fricke, *Phase II*, pp. 7 and 15, citing SCS Engineers, Dublin, *Environmental Site Assessment of Cadillac Dealership, San Francisco, California*, May 1988.

[45] AllWest Environmental, Inc., *Subsurface Investigation, Stonestown Galleria Medical Office Building, 595 Buckingham Way, San Francisco, California*, August 17, 2001, p. 5. (Hereinafter, "AllWest, *Subsurface Investigation, 595 Buckingham Way*".) A copy of this report is on file and available for public view in the San Francisco Department of Public Health in the Hazardous Materials-Local Oversite Program offices at 1390 Market Street; a copy of the text and tables from this report is also on file with the Planning Department, 1660 Mission Street, San Francisco, and is available for public view as part of the project file.

[46] Levine-Fricke, *Phase II*, p. 15.

in 1989; the samples contained up to 54,000 parts per billion (ppb) total petroleum hydrocarbons (TPH) as diesel near the dealership, and 15,000 ppb TPH as gasoline and 140 ppb benzene near the Good Guys.[47]

The two monitoring wells were re-installed in 2001, and new wells were developed near the locations of the USTs at the former dealership, east and north of the project site.[48] One of the re-developed wells is on the project site in the parking lot adjacent to the Good Guys store, and encounters groundwater at about 85 feet below ground surface. The AllWest August 2001 report summarizes results from prior tests as well as results from their current tests. The results reported in October 2000 (samples were taken in September 2000) showed chemicals in groundwater near the former dealership and in the Good Guys parking lot, as reported above, but no chemicals in earlier samples in 1989. The more recent samples tested by AllWest show very small amounts of TPH gasoline and diesel (130 ppb and 62 ppb, respectively) in January 2001 and no detectable chemicals in July in groundwater from the well located in the Good Guys parking lot on the project site.[49] The AllWest report suggests that petroleum hydrocarbons detected in groundwater in this well in September 2000 probably originated from surface runoff leaking into the well, supported by observations of runoff water with a hydrocarbon sheen in the vault box around the top of the well at the time of the January 2001 sampling.[50] Therefore, it is not expected that groundwater on the project site contains reportable levels of petroleum hydrocarbons.

The monitoring well closest to the former USTs on the dealership site encountered groundwater at about 25 feet, considerably shallower than any other test on or near the project site. This well

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[47] P&D Consultants, *Expanded Phase I*, p. 20, citing Lowney Associates, *Ground Water Quality Evaluation, 595 Buckingham Way, San Francisco, California*, October 27, 2000, (included in Appendix E of the P&D Consultants, *Expanded Phase I*).

[48] AllWest, *Subsurface Investigation, 595 Buckingham Way*, pp. 1-2.

[49] Ibid., pp. 7 and 17, and Table 2, p. T-2.

[50] Ibid., pp. 7 and 20.

has continued to evidence contamination with petroleum hydrocarbons in all tests from 1989 through 2001. The AllWest report finds that this groundwater is an isolated (perched) water bearing zone that is not connected to the aquifer under the project site that is 85 to 96 feet below ground surface.[51] Therefore, chemicals in groundwater adjacent to the project site are not expected to affect soil or groundwater on the project site.

Soil and Groundwater Summary. It does not appear that groundwater beneath the project site contains elevated levels of chemicals. Since groundwater at the project site is found at depths below 85 feet and the project would require excavation only to a depth of about 10 feet below ground surface in some locations, it is not expected that project excavation would encounter groundwater.

From the results of a 1988 soil investigation, it appears that the area in the vicinity of the proposed residential component of the site (currently occupied by the cinema) is free of petroleum hydrocarbons. Because the residential component would include excavation down to about 10 feet for a parking garage, and part of the site could have chemicals in the soil if USTs from the former Chevron Station, a mitigation measure to monitor soils in the vicinity of that station is included (See Mitigation Measure 3, pp. 55-56).

Tests of soil samples from beneath the vacant building at 555 Buckingham Way indicate waste oil and elevated petroleum hydrocarbon concentrations were present between depths of six and ten feet. The project would include shallow excavation for the foundations of the proposed retail buildings relatively close to the 555 Buckingham Way property. Therefore, although the migration potential of the oil in soil is anticipated to be relatively low, the project would include a mitigation measure for this. Accordingly, the project includes a measure (see Mitigation Measure 3, pp. 55-56) for soil monitoring and testing during excavation, and appropriate disposal of any contaminated soils according to local, state and federal requirements prior to

[51] Ibid., pp. 18-19.

building construction. With this measure, impacts from potential chemicals in soil would be reduced to less-than-significant levels.

Building Materials

The existing buildings at the project site were constructed between 1970 and 1989, although the Stonestown Shopping Center was originally developed under City Planning Commission Resolution 3721, adopted March 16, 1950.[52] In the past, asbestos, PCBs, and lead were commonly installed in such materials as fire proofing, fluorescent light ballasts, and paint. Mercury is common in electrical switches and fluorescent light bulbs. Therefore, some of the buildings on site may contain hazardous materials, such as asbestos, polychlorinated biphenyls (PCBs), lead, mercury, or other hazardous materials. If such hazardous materials exist in a building when it is demolished, they could pose hazards to workers, neighbors, or the natural environment.

The 1970 cinema building would be demolished as part of the project. It is possible that asbestos-containing materials may be found within this cinema building during demolition.[53] While asbestos was not detected in the various site assessments,[54] if it is found, state and local laws and regulations control its removal. It is possible that lead may be found in the cinema building, because buildings constructed prior to 1979 are assumed to contain lead-based paint. However, according to the P&D Environmental Services Expanded Phase I report, significant

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[52] City and County of San Francisco Department of City Planning, *Stonestown Shopping Center Renovation and Expansion Environmental Impact Report*, certified August 7, 1986, p. 33.

[53] P&D Consultants, *Expanded Phase I*, p. iv. Acoustical ceiling material in the movie theater could not be sampled for asbestos without visibly damaging it.

[54] Ibid., p. iii. Asbestos was not detected in the nine samples from the Stonestown Galleria main mall building that were submitted for analysis by the P&D Consultants for their 2000 report.

sources of paint were not observed during the assessment.[55] Major sources of PCBs were not observed on the project site.[56]

The project includes a mitigation measure (see Mitigation Measure 3, pp. 55-56) intended to reduce the potential health risks associated with building materials containing asbestos, PCBs, lead, mercury, or other hazardous materials by securing the investigation, removal, and disposal of these materials prior to building demolition.

The measure would ensure compliance with existing regulations applicable to the management of any potentially hazardous building components. For example, the Bay Area Air Quality Management District regulates airborne asbestos and is to be notified ten days in advance of any proposed demolition. It randomly inspects asbestos removal operations. The California Division of Occupational Safety and Health is also to be notified of asbestos abatement operations. It oversees requirements placed on asbestos abatement contractors whenever asbestos-related work involves 100 sq. ft. or more of asbestos-containing material.

Because buildings constructed prior to 1979 are assumed to contain lead-based paint, demolition activities involving lead-based paint are to comply with Chapter 36 of the *San Francisco Building Code*. The ordinance requires that containment barriers be at least as protective of human health and the environment as those in the most recent *Guidelines for Evaluation and Control of Lead-Based Paint Hazards* promulgated by the U.S. Department of Housing and Urban Development.[57] PCBs are regulated under the Federal Toxic Substances Control Act of 1976, and mercury is regulated as a hazardous waste. These existing laws and regulations would help to ensure the health and safety of workers, neighbors, and the natural environment during the construction period for the proposed project.

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[55] Ibid., p. iii.

[56] Ibid., pp. 16-17.

[57] U.S. Department of Housing and Urban Development, *Guidelines for the Evaluation and Control of Lead-Based Paint Hazards in Housing*, June 1995 (Chapter 7 revised 1997).

Based on compliance with these laws and regulations and on mitigation included in the project, no significant impacts would occur as a result of building demolition.

Emergency Response Plans

No interference with emergency response plans or emergency evacuation plans would be expected. The project sponsor would develop an evacuation and emergency response plan in consultation with the Mayor's Office of Emergency Services to ensure coordination between San Francisco's emergency planning activities and the project sponsor's plan to provide for building occupants in the event of an emergency. The project sponsor's plan would be reviewed by the Office of Emergency Services and implemented before the Department of Public Works issued final building permits. Occupants of the proposed project would contribute to congestion if an emergency evacuation of the Stonestown area were required. Section 12.202(e)(1) of the San Francisco Fire Code requires that all owners of high-rise buildings (over 75 feet) "establish or cause to be established procedures to be followed in case of fire or other emergencies. All such procedures shall be reviewed and approved by the chief of division." Additionally, construction of the residential tower would have to conform to the provisions of the Building and Fire Codes which require additional life-safety protections for high-rise buildings.

Fire Hazards

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. Existing buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as DBI), in order to ensure conformance with these provisions. The proposed project would conform to these standards, which (depending on building type) may also include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hillside

development, hydrant water pressure, and emergency access) would be mitigated during the permit review process.

Potential health and safety issues related to potentially contaminated building components, contaminated soil and groundwater, and future use of hazardous materials on site would be reduced to less-than-significant levels, with implementation of the mitigation measure identified on pp. 55-56 that is included in project development. Therefore, these issues do not require further analysis and will not be discussed in the EIR.

13.	**Cultural** - Could the project:	Yes	No	Discussed
a.	Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	_	X	X
b.	Conflict with established recreational, educational, religious or scientific uses of the area?	_	X	_
c.	Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	_	X	X

Archaeological Resources

In two locations beneath the apartment community and new retail addition, the proposed project would require excavation to a depth of about ten feet below ground surface for one level of below-grade parking. If archaeological resources are unexpectedly encountered during project excavation or during other construction, the project sponsor would implement Mitigation Measure 4 - Archaeological Resources, pp. 56-57, to reduce the potentially significant disturbance, damage, or loss of archaeological resources to a level of non-significance.

According to the 1976 Final EIR, *Proposed Stonestown Shopping Center Renovation Project, San Francisco, California*, "a survey of archaeological site files showed that there are no known archaeological sites in the immediate vicinity of the proposed project."[58]

Archaeological resources will not be discussed further in the EIR.

Historic Architectural Resources

The project site and vicinity does not include structures identified as historic architectural resources by the San Francisco Planning Code and other surveys. None of the buildings on site have been officially designated as City landmarks or listed on the National Register of Historic Places, and none of them are subject to the provisions of Article 10 or 11 of the City Planning Code. No other structures in the immediate area have been identified for their potential architectural, historical, or cultural significance. Therefore, historic architectural resources will not be discussed further in the EIR.

OTHER - Could the project:	Yes	No	Discussed
Require approval and/or permits from City Departments other than the Planning Department or the Department of Building Inspection, or from regional, state, or federal agencies?	X	_	X

The Recreation and Park Commission would provide a recommendation to the Planning Commission regarding shadows on parks under Section 295. Amendment of the Zoning Map to change the height district from 40 feet to 130 feet would require approval by the Board of Supervisors.

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[58] City and County of San Francisco Department of City Planning, *Stonestown Shopping Center Renovation and Expansion EIR*, p. A-22, citing the Final EIR, *Proposed Stonestown Shopping Center Renovation Project, San Francisco, California*, (Case No. EE76.74), certified October 14, 1976, p. 35.

A list of approvals and permits necessary for the project is presented in the Compatibility with Existing Zoning and Plans discussion above on pp. 15-16.

MITIGATION MEASURES	Yes	No	N/A	Discussed
1. Could the project have significant effects if mitigation measures are not included in the project?	X	_	_	X
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	X	_	_	X

Mitigation Measure 1: Construction Air Quality

The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 2: Geology/Topography

- The project sponsor would ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors any adjacent buildings for

damage during construction, if recommended by the geotechnical engineer in the foundation investigations.

- The project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems would be modified as necessary in the event that substantial movements are detected.

Mitigation Measure 3: Hazards

In addition to local, state, and federal requirements for handling hazardous materials, the project sponsor would undertake the following work and any additional requirements imposed by the Department of Public Health.

- Following demolition of the cinema building and prior to excavation in that area for the residential component of the project, project sponsor would arrange for instruction of the construction excavation crew by an appropriately-trained expert (such as a Registered Environmental Assessor (REA) or similarly qualified individual) on how to recognize discoloration or odors that could suggest hazardous chemicals during excavation in the area of the former Chevron Service Station. If discolored or odorous soils are encountered, samples would be tested for hazards prior to continuing excavation in that localized area.

- Disposal of excavated soils with elevated levels of hazardous chemicals would comply with existing local, state, and federal laws and regulations. A Site Health and Safety Plan would be prepared for the project. In addition to measures that protect on-site workers, the Health and Safety Plan would include measures to minimize public exposure to contaminated soils. Such measures would include dust control, and appropriate site security, restriction of public access, and posting of warning signs, if appropriate. The

measure would apply from the time hazardous chemicals were identified through the completion of earthwork construction in areas of contaminated soil.

- Prior to any demolition or excavation at the project site, the project sponsor would conduct surveys to identify any potentially hazardous materials in existing buildings or building materials on the project site. At a minimum, these surveys would identify any asbestos, polychlorinated biphenyls, lead, mercury, or other hazardous materials that would require removal and disposal before demolition. These surveys would be completed by an REA or similarly qualified individual.

- The project sponsor would provide all reports and plans prepared in accordance with Mitigation Measure 3 to the San Francisco Department of Public Health and any other agencies identified by the Department of Public Health. When all hazardous materials have been removed form the project site, and soil analysis and other activities have been completed, as appropriate, the project sponsor would submit to the San Francisco Planning Department and the Department of Public Health (and any other agencies identified by the Department of Public Health) a report stating that all hazardous materials have been removed from the project site, and describing the steps taken to comply with this mitigation measure. Any verifying documentation would be attached to the report. The report would be certified by an REA or similarly qualified individual.

Mitigation Measure 4: Archaeological Resources

Should evidence of archaeological resources of potential significance be found during ground disturbance, the project sponsor would immediately notify the Environmental Review Officer (ERO) and would suspend any excavation which the ERO determined could damage such archaeological resources. Excavation or construction activities which might damage discovered cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the project sponsor would select an archaeologist to assist the Major Environmental Analysis group in determining the significance of the find. The archaeologist would prepare a draft report containing an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor.

Mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural materials. Finally, the archaeologist would prepare a draft report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. Three copies of the final archaeology report(s) would be submitted to the Major Environmental Analysis group accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center.

ALTERNATIVES

The EIR will discuss several alternatives to the proposed project that would reduce or eliminate any significant environmental effects. The Alternatives will include the following:

1. No Project. The No Project Alternative is required by CEQA to be discussed in the EIR. The project site would remain in use as parking lots and cinema, with no changes in height limit or

subdivision of lots. The sewer would not be relocated. No additional retail or housing would be provided.

2. No Height Limit Change. This Alternative would not involve an amendment of the Zoning Map height district to increase the height limit from 40 feet to 130 feet in the area proposed for residential. Retail uses would be the same as with the project. The height of the residential buildings would be limited to 40 feet, resulting in 83 fewer units than with the project as proposed.

3. Residential Development at 50 Feet in Height. This Alternative would include a change in the height limit to permit residential uses at 50 feet, rather than 40 feet in height. This would result in approximately the same number of dwelling units as the proposed project. Retail uses would be the same as with the project.

4. Increased-Density Residential Development. This Alternative would include a mid-rise 80-foot-tall residential building at the northwest portion of the site adjacent to the proposed 130-foot tower. It would provide 46 more dwelling units than the proposed project. Retail uses would be the same as with the project.

MANDATORY FINDINGS OF SIGNIFICANCE	Yes	No	Discussed
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	_	X	_
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	_	X	_

		Yes	No	Discussed
3.	Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	X	_	X
4.	Would the project cause substantial adverse effects on human beings, either directly or indirectly?	_	X	_

The project may contribute to cumulative transportation and air quality impacts in the Bay Area. This will be discussed in the EIR.

ON THE BASIS OF THIS INITIAL STUDY:

__ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

_ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

DATE: October 17, 2001

Paul Maltzer
Environmental Review Officer
for
Gerald G. Green
Director of Planning